VOL. CCXIX, No. 2854
PRICE TWO SHILLINGS

Fit "TripleX" Reg'd - and be safe

THE SPHERE
With which is incorporated "BLACK & WHITE"
OCTOBER 23, 1954

The SPHERE

with which is incorporated The GRAPHIC

MOTOR SHOW NUMBER

THE 1954 EXHIBITION AT EARL'S COURT

IN THIS ISSUE—SPECIAL ILLUSTRATED SECTION

EL TROVADOR
FABRICA DE TABACOS EL TROVADOR JAMAICA
JAMAICAN CIGARS

By Appointment Cyder makers to THE LATE KING GEORGE VI THE LATE QUEEN MARY
William Gaymer & Son Ltd. Attleborough & London
Gaymer's CYDER
Preferred by people of good taste

'Are you a POLLYGAMIST?'
A POLLYGAMIST is a man who is wedded to 'Polly'
because it makes the liveliest partner for "Scotch".
Apollinaris NATURAL SPARKLING WATER—BOTTLED AT THE SPRING.

THE ARISTOCRAT OF LIQUEURS
Drambuie
THE DRAMBUIE LIQUEUR Co., Ltd., 12, YORK PLACE, EDINBURGH
"Remember the Gift of the Prince"

Cussons
IMPERIAL LEATHER
Luxury Toilet and Bath Soaps

Let's meet for coffee at FORTNUM'S
FORTNUM & MASON
REGENT 8040

VAPEX
For head colds
B-R-E-A-T-H-E THE VAPOUR from the handy POCKET INHALER
of all chemists
V316
USE VAPEX AND BREATHE FREELY

By Appointment Purveyors of Cognac Brandy to the late King George VI
COURVOISIER
★★★ COGNAC V.S.O.P.
The Brandy of Napoleon

PUBLISHING OFFICE: INGRAM HOUSE, 195-198, STRAND, LONDON, W.C.2

Registered as a Newspaper for Transmission in the United Kingdom

FOR POSTAGE RATES SEE FRONTISPIECE

PRICE 2/-

DUNLOP

makes things better

for everyone

Even today, with space ships on the drawing board, the fact remains that except by sea you still can't get very far without wheels. Picture a world without wheels, a world without pneumatic tyres. To do so is to appreciate the surprising extent to which the Dunlop invention of air-filled tyres (and their extensive development by Dunlop ever since) has helped to change the face of the earth in less than a century.

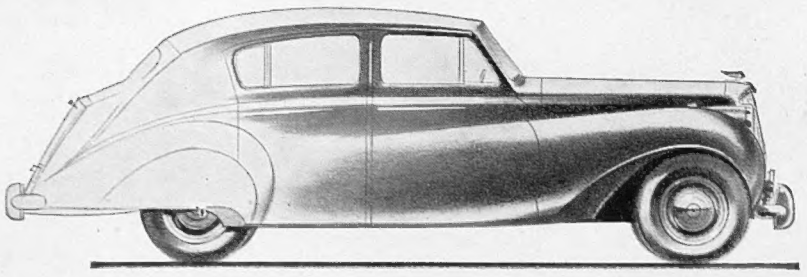
PR4/9 DUNLOP RUBBER COMPANY LIMITED · ST. JAMES'S HOUSE · ST. JAMES'S STREET · LONDON · S.W.1

The Standard Motor Co. Ltd., Coventry, England. London Showrooms: 15-17 Berkeley Sq., W.1. Tel: Gro 8181

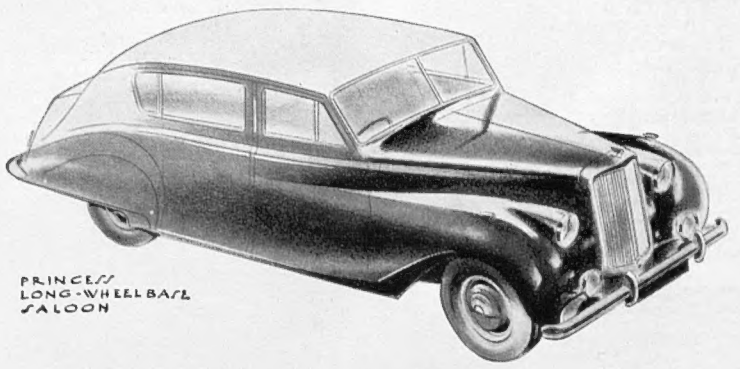
STANDARD CARS · TRIUMPH CARS · STANDARD COMMERCIAL VEHICLES · FERGUSON TRACTORS

**

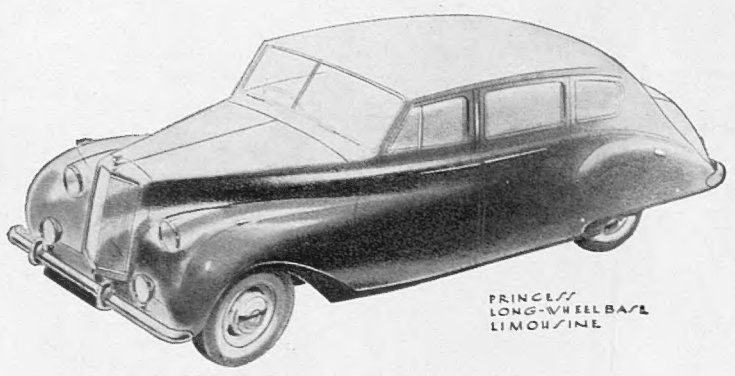
FOUR MODELS *One Tradition*



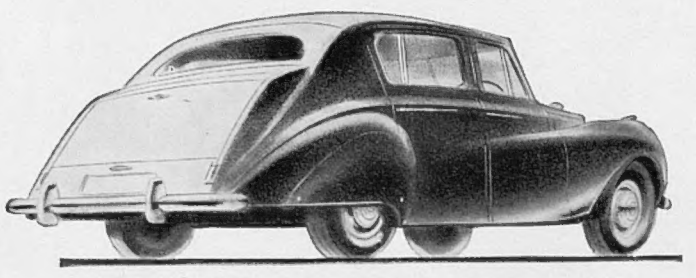
PRINCESS III COACHBUILT SALOON



PRINCESS LONG-WHEELBASE SALOON



PRINCESS LONG-WHEELBASE LIMOUSINE



PRINCESS III TOURING LIMOUSINE

Each designed and fashioned in every detail to gratify individual requirements, each built to the age-old standards of the English coachbuilder and yet employing today's materials and techniques, the four Vanden Plas "Princess" models present the quintessence of motoring comfort in this generation.

Vanden Plas PRINCESS

Coachwork on the Austin 'A 135' Chassis

Prices from £2,182.15.10 to £2,480.5.10, inc. P.T.

VANDEN PLAS (ENGLAND) 1923 LTD., KINGSBURY WORKS, KINGSBURY ROAD, LONDON, N.W.9. TELEPHONE: COLINDALE 6171-2

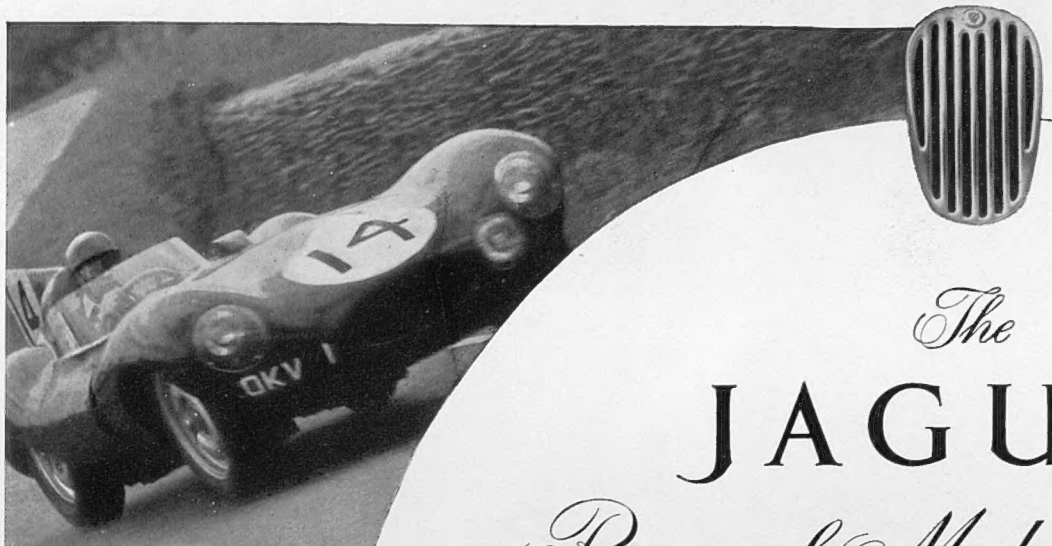
Britain's Best Battery

MANY EXCLUSIVE FEATURES
The usual guarantee-and

Two Years Insured Life!
AT NO EXTRA COST!

"King of the Road" CAR BATTERIES

JOSEPH LUCAS LTD · BIRMINGHAM · ENGLAND



The famous 3½-litre 'D' TYPE JAGUAR with disc brakes, now joins the Jaguar range

The JAGUAR *Range of Models for 1955*

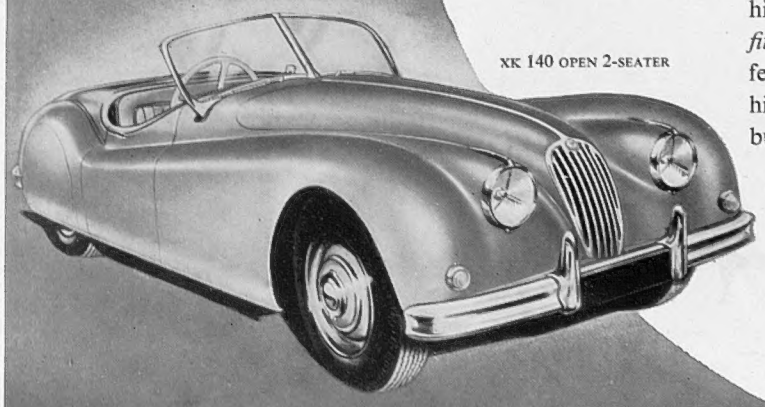
THE MARK VII 3½-LITRE SALOON *(Type 'M')*

In the 1955 range of models Jaguar present not only added refinements but mechanical advances directly derived from unrivalled international experience in racing, record-breaking and endurance tests.

XK 140 FIXED-HEAD 2-3 SEATER

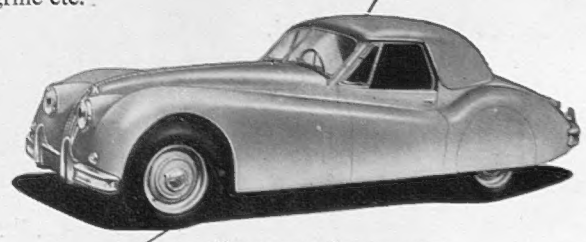
The elegant lines of the Mark VII remain unchanged but the famous XK engine now with high-lift cams has power output raised to 190 b.h.p. Increased diameter torsion bars give even greater riding comfort. New close-ratio gears increase performance in indirect ranges. New 'wrap-around' bumpers afford extra protection. Flasher type indicators, individually adjustable fog lamps and rear lights incorporating reflectors are among new features.

Sports models for 1955 include the famous Jaguar " D " type with disc brakes and dry sump lubrication. The XK 140 Fixed-Head close coupled 2-3 seater, the XK 140 Drop-Head 2-seater and the XK 140 Open 2-seater are powered by the XK 3½-litre engine now with high-lift cams—developing 190 b.h.p. (*Special equipment models are fitted with " C " type engines, wire wheels and fog lamps.*) New features include:—Rack and pinion steering; close-ratio gears for higher performance in indirect ranges; robust 'wrap-around' bumpers; re-designed radiator grille etc.



XK 140 OPEN 2-SEATER

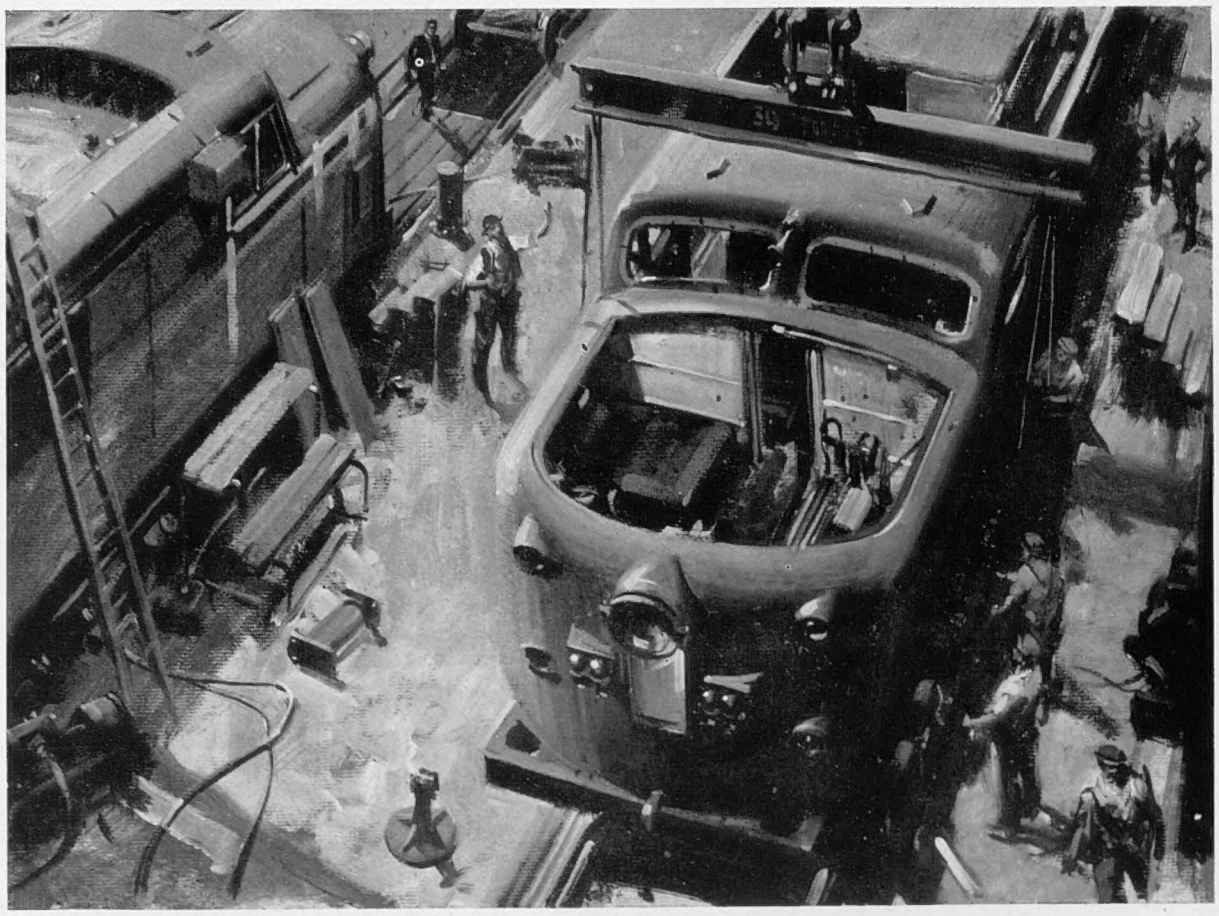
STAND 129
EARLS COURT



XK 140 DROP-HEAD 2-SEATER COUPE
(With 2 additional seats for children)

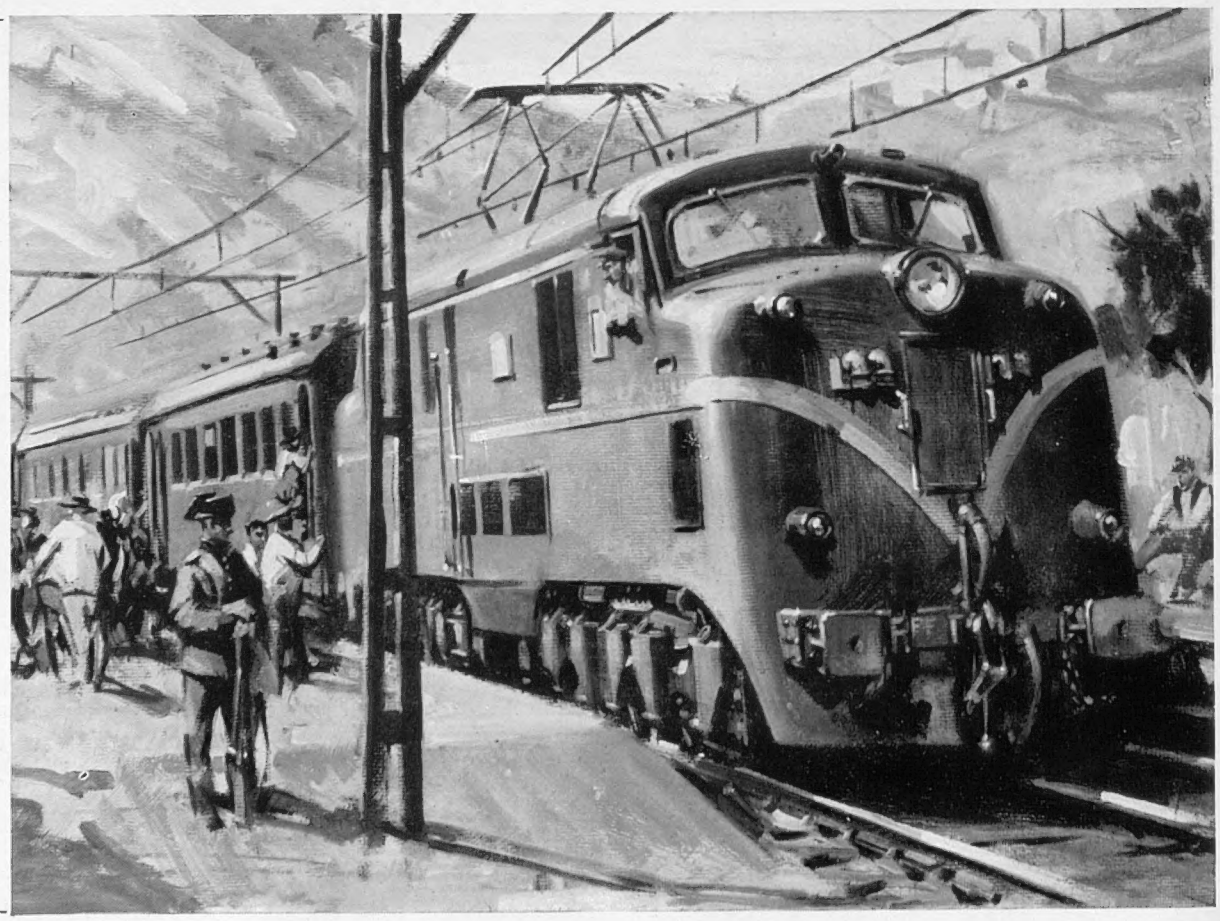
'ENGLISH ELECTRIC'

Providing superior acceleration with greater fuel economy, and demanding less routine attention, electric and diesel locomotives are taking over from steam in many lands. ENGLISH ELECTRIC has supplied such locomotives to 29 countries—carrying out, in many of them, complete railway electrification schemes. In every case, design and construction take full account of local conditions and particular technical and traffic requirements.



bringing you

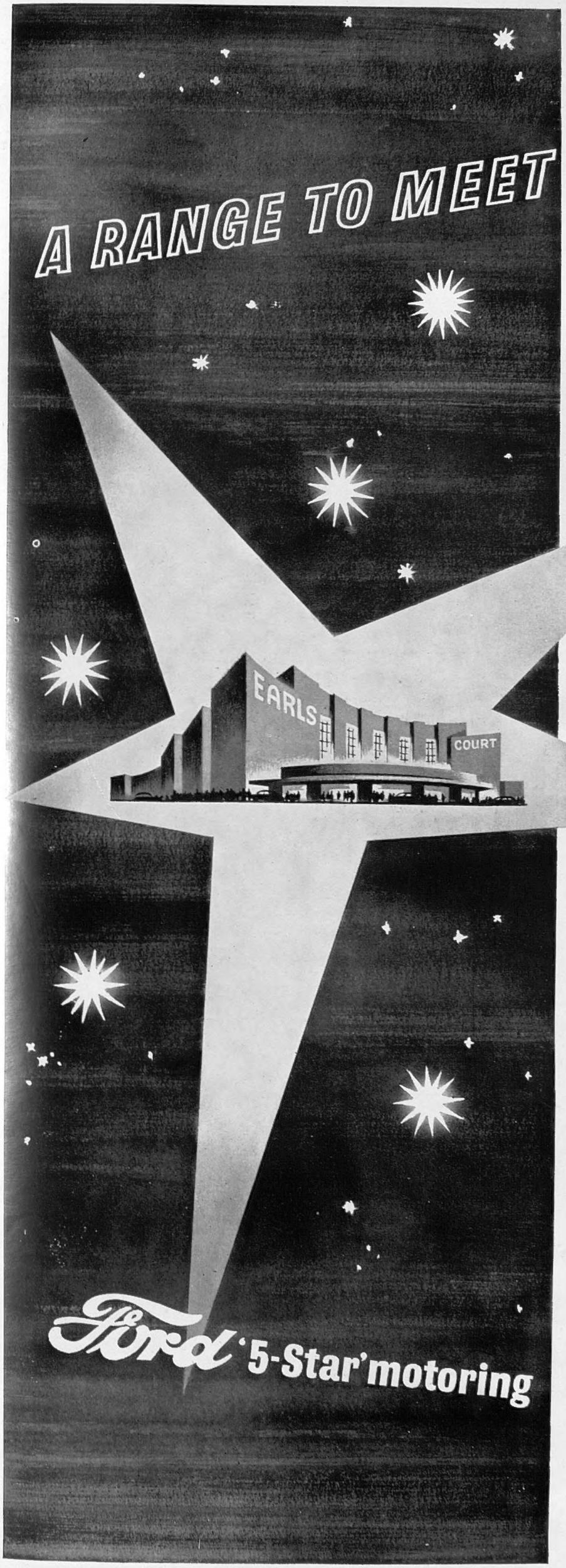
These modern locomotives bring cleaner and more comfortable travel, faster goods and passenger services. In Spain, electric locomotives powered by ENGLISH ELECTRIC are hauling heavy trains at higher speeds over the Cantabrian mountains, on lines noted for their gradients, curves and tunnels. Helping to improve the railways of many nations is only one of this busy Company's contributions to better living in the modern world.



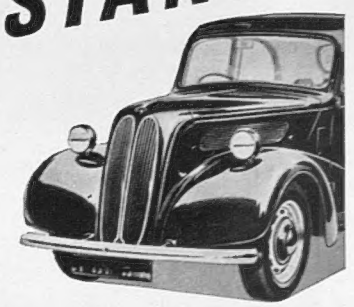
better living

The ENGLISH ELECTRIC Company Limited, Queens House, Kingsway, London, W.C.2

A RANGE TO MEET at the FORD STAND



POPULAR
World's best Motoring Value



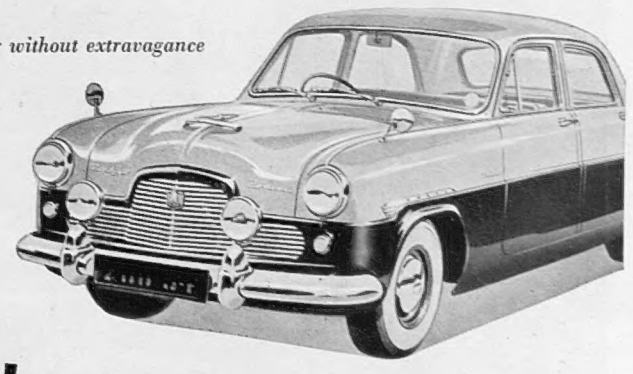
ANGLIA
The family car that wins Rallies

PREFECT
Four-door light car leader

CONSUL
The car for every occasion

ZEPHYR-6
World-renowned for performance

ZODIAC
Luxury without extravagance



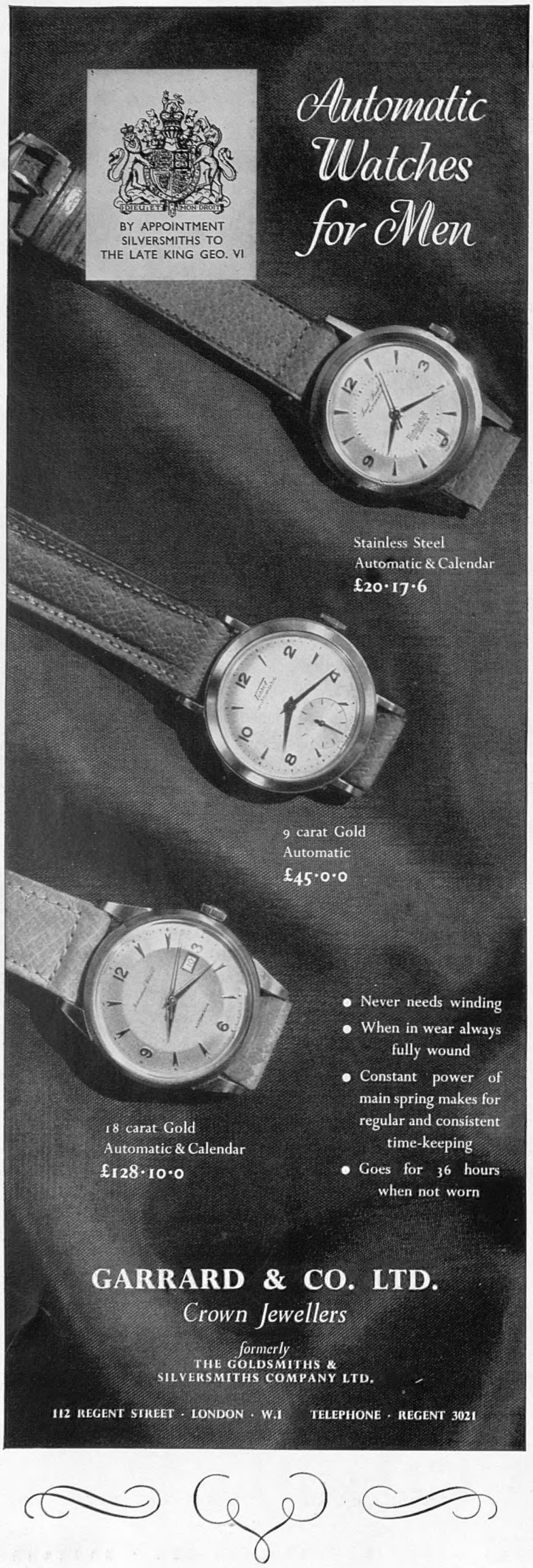
REMEMBER POPPY DAY

Ford '5-Star' motoring

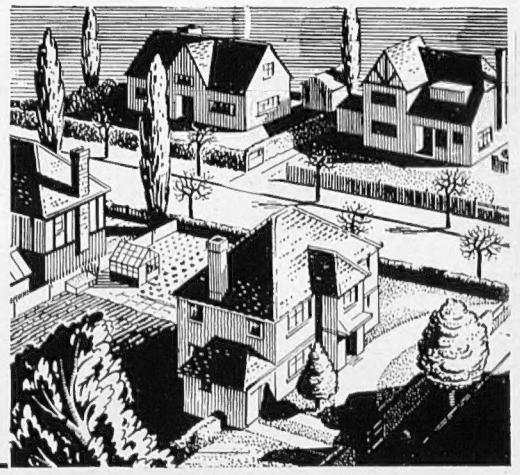
— the best at lowest cost

EARLS COURT · STAND NO. 137

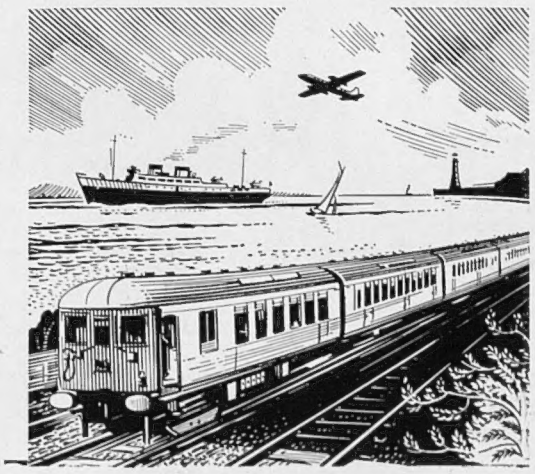
FORD MOTOR COMPANY LIMITED · DAGENHAM



Haig
in every
Home



Haig
for every
Service

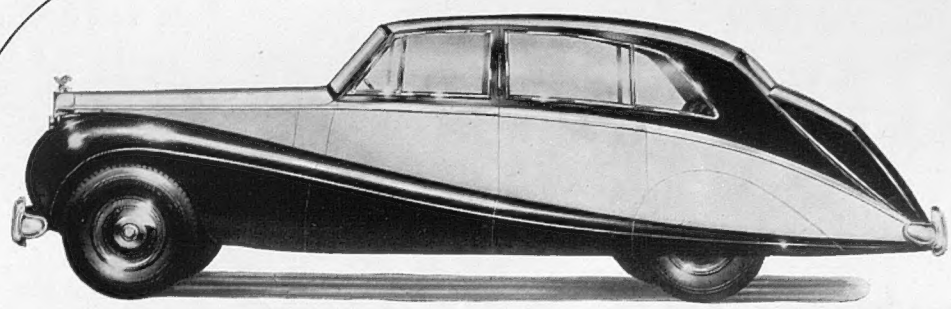


Haig
for every
Occasion

Stick to Scotch – and give it a name...

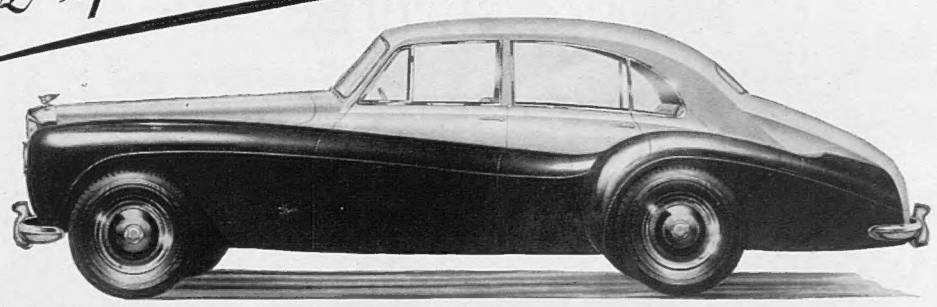
Don't be Vague
ask for
Haig

THE OLDEST SCOTCH WHISKY DISTILLERS IN THE WORLD



EARL'S COURT
STAND NUMBER 102
TELEPHONE: FULHAM 2283

The Hallmark of Exclusive Coachwork



FREESTONE & WEBB LTD.

MOTOR BODY BUILDERS, AGENTS AND ENGINEERS

101-103 BRENTFIELD ROAD, WILLESDEN, N.W. 10

TELEPHONE: ELGAR 6671-2-3

JACK OLDING & CO.

(MOTORS) LTD

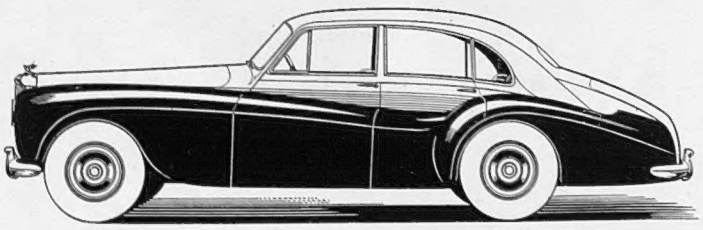
OFFICIAL RETAILERS

ROLLS-ROYCE & *BENTLEY* CARS

offer from their selection of

FREESTONE & WEBB
HIGH CLASS COACH WORK
now under construction

Special Four-Door Six-Light Sports Saloon on the Bentley Chassis with Continental type Radiator, Steering Rake, Bumpers and Hot Air Demister Equipment. High Axle Ratio, with special calibrated speedometer to suit reading 120 M.P.H. and Automatic Gearbox.



SPECIFICATIONS & DRAWINGS AVAILABLE FROM
AUDLEY HOUSE, NORTH AUDLEY STREET, MAYFAIR, W.1
Telephone: MAYFAIR 5242-3-4

KENSINGTON SHOWROOMS AND SERVICE WORKS
84-90, HOLLAND PARK AVENUE, KENSINGTON
TELEPHONE: PARK 5077

DRY FLY SHERRY

A gracious welcome to your guests

20/- bottle · 10/6 half-bottle

New York: EXCELSIOR WINE CO., 150 BROADWAY

An Outstanding Advance

It will not surprise any of the countless Gillette shavers, that Gillette should introduce a shaving cream. Indeed, the only thing that might occasion surprise is that they should not have done so before. Only after years of research were formulas evolved which measure up to the exacting standards they have set. Today Gillette bring to your notice their new Shaving Creams—lather or brushless—confident that here is a major achievement worthy of the Blue Gillette Blade and the Gillette Razor.

Now! Three brilliant New Vauxhalls!

New styling
New colour schemes
New de-luxe interior
New value

The sparkling new Cresta

The new Vauxhall luxury model. All the verve and outstanding mechanical features of the 6-cylinder Velox, plus the added richness of luxury styling and luxury appointments. Compression ratios as for Velox. Choice of *eleven* attractive exterior colours, including four special two-colour options. Two-tone leather upholstery. Heater, electric clock, cigarette lighter, coat hangers, rim embellishers, white wall tyres, and over a dozen other " accessories " included in standard equipment.

Price £595 plus £249 . 0 . 10. P.T.

THE 6-CYLINDER VELOX

Outstanding performance with unusually good economy. Famous 2¼ litre "square" engine available with optional high compression ratio (7.3 to 1). Choice of seven attractive exterior colours. Maximum speed over 80 m.p.h. Cruising speed over 60. Exceptional top gear performance.

Price £535 plus £224 . 0. 10. P.T.

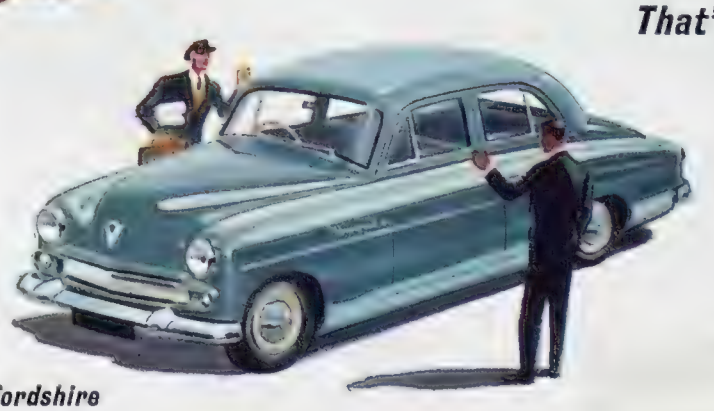
The new Vauxhalls are lovelier to look at; more delightful to drive; better than ever in performance and comfort and value.

See them at your Vauxhall dealers, and at the Show. Judge for yourself the new styling, inside and out, the new instrument panel, the new ventilating system, the radiant new colours. Make a special point of inspecting the CRESTA, the luxurious, superbly-appointed new-comer to the range.

All three Vauxhalls are spacious 5/6 seaters with big, sensibly-shaped luggage boots. All have long-life " square " engines. All have new chrome-plated piston rings to reduce bore wear, new shock-proof steering, flashing direction indicators and many other new features. All have that outstanding flexibility and economy which denote Vauxhall engineering leadership. Vauxhall dealers are showing the new models NOW. Ask *your* dealer about them.

Spacious . . . Powerful . . . Economical

That's Vauxhall Value



THE 4-CYLINDER WYVERN

Outstanding economy with unusually good performance. 1½ litre " square " engine now available with optional high compression ratio (7.3 to 1). Choice of five attractive exterior colours. Turning circle 38 ft. Length 14 ft. 4 in. Maximum speed over 70 m.p.h.

Price £495 plus £207 . 7 . 6. P.T.

***

Vauxhall Motors Limited · Luton · Bedfordshire

By Appointment to the late King George VI. Manufacturers of Land-Rovers. The Rover Co. Ltd.

One of Britain's Fine Cars

THE ROVER COMPANY LIMITED · SOLIHULL, BIRMINGHAM also DEVONSHIRE HOUSE · LONDON

CVS-249

Volume CCXIX No. 2854

The SPHERE, London, October 23, 1954

The SPHERE

with which is incorporated THE GRAPHIC

THE EMPEROR OF ETHIOPIA ENTERTAINS THE QUEEN IN LONDON—HAILE SELASSIE GREETS HER MAJESTY OUTSIDE HIS EMBASSY : The occasion was a dinner given by the Emperor in the Queen's honour during his three-day State visit to England. Just behind the Emperor is his son, the Duke of Harar, who accompanied his father to this country. At the conclusion of his State visit the Emperor went on to Bath, having arranged to stay in England for several more days.

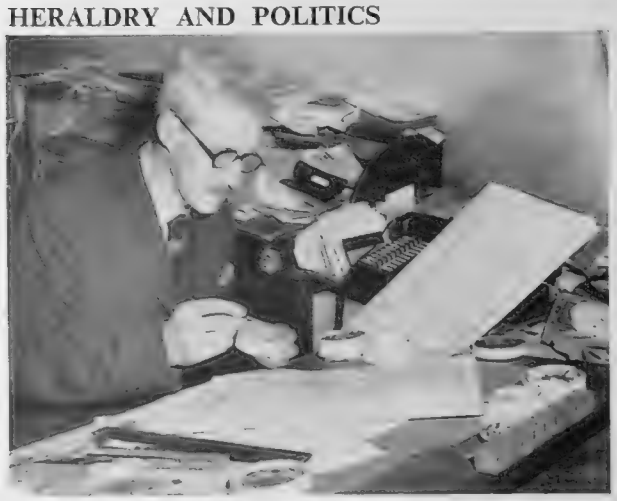
Emperor Haile Selassie, who has already visited several other countries in the past few months, arrived in Britain last week and spent the first three days of his stay here as the guest of the Queen. His Imperial Majesty, accompanied by his son, the Duke of Harar, arrived at Portsmouth in H.M.S. *Gambia* and was met by the Duke of Gloucester. After the official and civic welcoming ceremonies at the quayside and outside the bomb-damaged Guildhall, the royal party entrained for London, where the Queen, the Duke of Edinburgh and other members of the Royal Family, were waiting to welcome the Emperor to the capital. Also at Victoria Station were the Prime Minister and members of the Government. Great crowds assembled outside the station and also along the route to Buckingham Palace, and the Emperor was received with enthusiasm. Later, there were visits to Westminster Abbey, and St. James's Palace to receive Addresses of Welcome ; in the evening a State Banquet was held at Buckingham Palace. Next day the Emperor drove to Guildhall, and then entertained the Queen and the Duke of Edinburgh at the Ethiopian Embassy. One of the Emperor's motives for his current tours is said to be his desire to seek help for the development of his country. (See also pages 142-43 and 164-65.)

Postage—Inland, 2½d. ; Canada, 1½d. ; Elsewhere Abroad, 3d.

"A STUDY OF HISTORY" COMPLETED

DR. ARNOLD TOYNBEE ATTENDS A PRESS CONFERENCE: Seen with him at the Royal Institute of International Affairs, Chatham House, London, S.W., is his wife. Dr. Toynbee was attending the Conference in connection with the publication of the four concluding volumes (VII-X) of his work, *A Study of History*, published by Oxford University Press under the auspices of the Royal Institute of International Affairs. Dr. Toynbee has now arranged to fulfil several engagements in the U.S.A.

HERALDRY AND POLITICS



AN HERALDIC ARTIST PREPARES A NEW BOOK: Mr. Gerald Cobb, F.S.A., is an heraldic artist engaged on a gigantic task. He is preparing a book on the political constituencies of Great Britain, and is here seen at work on the page which refers to Sir Winston Churchill's constituency of Woodford, in Essex.

RECEIVED IN AUDIENCE

THE YOUNGEST FILIPINO ENVOY: Mr. Leon Guerrero, accompanied by his wife, en route to Buckingham Palace to present his credentials as the new Ambassador from the Philippines. Before his appointment, thirty-nine-year-old Mr. Guerrero was acting Foreign Secretary in his country's Government. His wife is wearing Filipino national dress of pineapple fibre with butterfly sleeves.

RATES OF SUBSCRIPTION TO "THE SPHERE"

Orders for subscription to THE SPHERE *should be handed to any bookstall or newsagent, or addressed to the Subscription Department,* THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.*2. *The rates for* 12 *months, including Christmas Number, for Great Britain and Eire, are* £5 16*s.* 6*d.*; 6 *months and Christmas Number,* £3; 6 *months without Christmas Number,* £2 16*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.*, £2 19*s. and* £2 15*s.*; *and for elsewhere Overseas* £5 18*s.* 6*d.*, £3 1*s.* 3*d. and* £2 17*s.* 6*d. Terms include postage.*

A London Newsletter

195–198, STRAND, W.C.2.

Dr. Malan.—Dr. Malan's announcement of his total retirement from public life came as a complete surprise to most of us. Probably we did not realise that he is an octogenarian. At eighty, most public men consider retirement, even if reluctantly, assuming they have clung so long to hard work and great responsibilities. For my part, I had assumed that Dr. Malan would not rest until his programme of *apartheid* was successfully carried out and perhaps until South Africa had achieved separatism as a Republic. There was nothing new in his policies. "In theory" *apartheid* is approved by a majority of the white population. He certainly stiffened up the crusade, and it was only his natural courtesy and dignity coming out with experience of office which controlled his extremist followers and enjoined a more patient approach to his ends. His first beginnings in power were, to judge by his public utterances, almost anarchistic. He was "anti" everything but Africaans triumphant, and Kruger was his hero. It may be that, when his sobering influence is removed, his ultimate successor's little finger will be thicker than Malan's thumb. Extreme nationalism represented by Mr. Strydom may prove more attractive, after a caretaker interregnum, than the compromise and patience represented by Dr. Donges. But both have in view the same ends, and no doubt it is only a matter of time before both are achieved.

No Smoke Without Fire.—Once more it seems that the political correspondent of a paper "first with the news" was indeed—first with the news. The promised Cabinet shuffle, in which Mr. Eden was to have been translated to a lesser office, in order to have a few months before the next General Election to take over the reins of Premiership (if it should please God and the Electorate to bestow that post upon him), has now been announced, but Mr. Eden stays as Foreign Secretary. Perhaps the reason is that Mr. Eden is anxious to see the London Conference tidied up and the problem of German rearmament nicely tucked in before he quits the Foreign Office. If this is truth, we were justified in our early anxiety about the attitude of the French Chamber to M. France's pleading. No country in Europe has so difficult a herd to drive to market. It seems sometimes that the French political parties are like the Gadarene herd and positively find the crater edge less undesirable than an orderly march to a chosen and safe pen. For my part, I cannot believe that the threats of some of these parties *this time* amount to more than the grumbling acceptance of a *fait accompli*. For what the position of France would be, if once more she made a scrap of paper of an E.D.C., I can't conceive, after all the solemn warnings given her by the Premier and Mr. Eden and Mr. Dulles. The crater's edge is yawning and belching acrid fumes. And, set beside that awful warning, the inconvenience which might be caused to Mr. Eden by shortening his period of learning the ropes is a small thing, though Frenchmen have been for long applauded as much for their beautiful manners as for their logic and realism. At the moment, optimism revives as a result of the late vote of confidence in M. France.

Twilight of the (Little Tin) Gods?—I rather think the star turn of the Blackpool Conservative Conference (a memory now for the public) was not the Premier's moving wind-up—moving as it was in a personal way—nor perhaps Mr. Butler's bold and heartening economic survey, but some plain words by Mr. Bob Bulbrook. He knew what he was talking about when he told the big-wigs on the platform that glorification of "business done" in Europe or the Far East would never win the next General Election, nor would the negative policy of running down the Socialists. What will influence the votes of the working man will be what has been done, what it is proposed to do, for his own back-yard, his own potato-patch. "Set the people free" had a fine and attractive ring but freedom implies the liquidation of tyrants, small as well as big. No one expected or expects new Ministers to control the activities of their departments and their permanent secretaries in the first year of office, when they are busy learning the ways of the former and sitting at the feet of the latter. But these Ministers have been years in office and have heard the bell toll for Crichel Down and one or two other now-famous victories by the little tin gods, and still the twilight of these tin gods seems no nearer. You may scrap many a form, open a market here and there, but that is mere toying with the job of setting the people free. The little tin gods are firmly entrenched on their Olympus and must be beginning to feel that they are impregnable. If the Socialists come in, their lost sweets will be restored. If the Conservatives survive, they have still sweets enough to keep them fat for another ten years. They bask in the sunshine of power and nibble at the apples from our little hard-won orchards. The Tories, if they want to win the next election, must mass round the village pump and entrench the back-yards against aggressors. Waterloos may be won on the playing-fields of Eton. General Elections are won on the allotments.

Bricks Without Straw?—How can you (a sympathetic friend asked me) write a Newsletter without newspapers? It so happened that after the one-day strike in Fleet Street, our local machinery for delivering newspapers failed to work and we were two days without newspapers. Well, that is a privation which we are accustomed to round Christmas and Easter, and we do the best we can. But the question raised a quite interesting and larger question. If one is deprived of daily newspapers, is one deprived of *news*? The B.B.C. is always with us. If Fleet Street were to stage strikes for long periods, might not the B.B.C. be tempted to supply us with more than the serious items and give us all those dazzling little sensational items, banner-headlined in so much of our daily Press, which we accept as "news" and gobble down as important; the activities of bank robbers, of bogus noblemen, of much-married film stars, and aristocratic shootings and quarrellings. Consider the dangers to the sensational Press (let alone to our fireside family life) if the B.B.C. synopsis included "Child-wife's grim ordeal" and "Viscount's downfall" and "Irma Mascara's seventh wedding." This surely is a warning to wantons in Fleet Street. They must ration strikes or the reading public will either get a taste for straight and serious news or else depend on the B.B.C. for their sweets and sensations. For myself and my own peculiar trade, I have to admit that eight paragraphs a week of straight and serious news only might make my task harder and my readers less good-natured in their criticism. For looking back on thirty years of writing this Newsletter I conclude that my aim has been to provide "reading without tears," news without headaches and a good ration of "nice, clean fun." So I am against these strikes. I owe a debt to the humorists (or humanists) who perhaps create rather than relate the news of the day.

U.S. MEDALS FOR BRITAIN'S EVEREST TEAM

A CEREMONY AT THE AMERICAN EMBASSY IN LONDON: The U.S. Chargé d'Affaires, Mr. W. Walton Butterworth, hands to Sir John Hunt bronze replicas of the gold Cullum Geographical Medal for the members of the successful British Everest Expedition. The gold medal, awarded to those who distinguish themselves by geographical discoveries or in the advancement of geographical science, was presented by the American Geographical Society. It will be deposited with the Joint Himalayan Committee in London; another goes to the Monastery of Thyanboche in honour of Tensing and his Nepalese helpers.

The New Cars.—After the Paris Salon Show comes Earls Court, and I suppose all the new models are long since settled. The British manufacturer had a raw deal in France and all the limelight played on the native models, the French Ford in particular cheap enough in its class to force the Renaults down. I know what I should like to see at Earls Court, though no designer will listen to me. I want the old space back again. I want a boot that opens up a flat floor and will shut down to cover more than a couple of tiny suit-cases. I want bucket-seats for the driver and front passenger and enough space for the legs and heads of rear passengers who are larger than dolls. I want a mirror that can see round parcels in the back window-shelf or the heads of rear passengers and a dipping device on the hand controls. As for speed and streamlining, I care for none of those things. I don't want to travel above 60 m.p.h. and I find that, whether on A 1 or short A 3, I invariably meet again the Bentley that roars by me at Scotch Corner or Hindhead before I reach Doncaster or Putney. Give us back the roomy coachwork of 1920 and you can 'ave your quick accleration and

90 m.p.h. It doesn't matter to me whether I travel from Petersfield to Putney in 1 hour 25 mins. or 1 hour 20 mins. And that is about all the difference in time of performance in busy hours between a racing car and an old family "bus." Of course, a lorry or a coach on these roads can forge along much quicker. *Their* speeds are regulated by law, and that is always a stimulus to speeding.

Straight Mile and Strait Gate.—Why was it that the recent B.B.C. announcement of the Duke of Norfolk's details of improvements at Ascot provoked such universal merriment in several family circles which listened to it? Perhaps, for once, the B.B.C. news-editors tripped up in their difficult task, and in their précis laid too much emphasis on the casement of the lot of divorcés, and too little on the benefits to racing. Or perhaps the Duke might well have issued two announcements: first, the racing improvements pure and simple; second, the concessions to divorcés not so pure and simple. And perhaps he might have torn up unissued the second announcement and allowed the good news to percolate among the divorcés. They would have been sure to hear of their good fortune before next June. The Duke has a keen sense of humour; the Royal family has the same. All of them must sometimes shudder at the absurdities implied and explicit in safeguarding the conventions which invest the head of Church and State in these days of transition. When was it that Royal Ascot acquired its sacred qualities and certain sanctions which do not apply to Westminster Abbey, the Houses of Parliament or Downing Street? Not in the time of Queen Anne, who died in the odour of sanctity. Was it in 1820 when George IV began to drive in State down the course with his painted and raddled poplollies? Let us assume it was St. George and his dragons. Even so, times have violently changed since his days, and there is something to-day irresistibly funny in the canonisation of this one race meeting and dress-fashion parade in a world grown rather dim and dingy and distinctly lax and democratic. After all, the same horses and jockeys race at Epsom and Newmarket; the same backers and owners and fashionables attend a score of other racecourses. Why is Ascot a sacred rite and Epsom a public holiday of sport? One would have expected the Church's last ditch would have been dug at Westminster and not at Ascot. But some of our fine and ancient institutions move in a mysterious way, and you and I, who are in the crowd, probably giggle from sheer ignorance. As for the divorcés, they gain a foothold in our most sacred temple, though still banned from the new holy of holies. They will be much more comfortable at Royal Ascot, and there will be space for normal expression in their special category.

A Sober Nation.—"Fining drunks" was once the lay magistrate's description of his weekly duties on the Bench. It is still a puzzle to sociologists why the lamentable results of World War I were not repeated in Britain after World War II. On the contrary, within my own rural experience, it was about 1945 that drunks before the Bench began to grow as rare as homicides. I should have supposed that the cost of alcohol might have afforded the explanation, especially since what drunkenness there is to-day is largely in evidence in cities and big towns, and on the whole, chiefly in those where wages are highest. But this theory is not accepted and is contradicted by statistics. For it is spirits (beyond the purses of the middle classes) which increase in consumption while beers show a slight decline. The women patrons of the locals account for much of the demand for full "on" licences. They like their glass of port or sherry and are not averse to spirits. Certainly drinking immoderately hardly counts to-day among the serious social problems and we may chalk it up to the credit, the taste and good sense of the nation.

Once in a Blue Moon.—We all saw a blue moon last week. It certainly could not be described by any other known colour, though there are more shades of blue than of any other colour, and for years I have tried in vain to match the faded grey-blue of my panelled drawing-room. But it wasn't a *true* blue moon, Dr. Wilkins tells us. That only occurs at the time of an eclipse. Lunar eclipses are not rare and I don't know why a "blue moon" is ranked with the Greek Kalends. Certainly an untrue blue moon can never have been a rare phenomenon, for we must have experienced its causes since history began; forest fires in the Americas, or thin clouds of ice crystals a few miles high have given us blue moons in recent years and no doubt in the dim past. Nevertheless, I looked for a rare event to signalise this late blue moon but could only find one—which I hope *is* a rare event. The moment we saw the blue moon, our electric light and power fused and we were left "alone and palely loitering" in the light of a blue moon, feeling distinctly blue. THE OLD STAGER

IN NEXT WEEK'S ISSUE

A WALKING TOUR IN THE SWISS ALPS

Article and Drawings by Victor Coverley-Price

THE DUKE OF EDINBURGH'S THREE-DAY TOUR OF SCOTLAND

THE ROYAL OPENING OF AN ELECTRONICS LABORATORY AT CREWE TOLL, EDINBURGH: His Royal Highness addressing the assembly when he opened the new laboratory of Ferranti Limited, in which research engineers will be trained for service with Scottish firms. Also on the platform are (front row from left): Mr. Duncan Sandys, who was still holding office as Minister of Supply; Lord Bilsland, chairman of the Scottish Council; Sir Vincent de Ferranti, chairman of the firm; Lord Provost John G. Banks, and the Earl of Home. Behind Sir Vincent is Lord Elgin.

THE DUKE TOURS THE LABORATORY: Mr. Duncan Sandys looks on while Prince Philip chats with one of the machinists at Ferranti's, after the opening ceremony.

Before travelling south after his summer holiday on Deeside, the Duke of Edinburgh spent a short time fulfilling a programme of official and private events in Scotland. He spent the week-end before last privately at Meikleour, in Perthshire, and then travelled on to Edinburgh, where he was met by the Lord Provost and greeted by large crowds. One of his first engagements was to open the new Ferranti electronics research laboratory at Crewe Toll, where electronic engineers will receive training and a thorough knowledge of the latest techniques and discoveries. "If anything can make this island safe from attack," the Duke said in his speech, "it will be the brains and imagination of our electronics scientists and research engineers." Also in the Scottish capital his Royal Highness attended a luncheon of the Royal Scottish Forestry Society, which formed part of their centenary celebrations; dined privately at the University, of which he is Chancellor, and visited the dockyard at Rosyth.

From Edinburgh the Duke travelled on to Glasgow and the West of Scotland, and visited Prestwick Airport, where he saw the progress that is being made with the production of Scottish aeroplanes. He also visited the S.V. *Carrick*, headquarters of the R.N.V.R. Club (Scotland), and toured the clothing factory of S. Simpson Limited, on the Larkhall Industrial Estate, Lanarkshire. One of his last engagements north of the border was to attend the annual dinner of the Trades House of Glasgow.

AN ENGAGEMENT IN GLASGOW: The Duke is introduced to members of the Trades House by Mr. James Stirrat, the new Deacon-convener of the Trades of Glasgow, as he arrives to attend their annual dinner. Shaking hands with the Duke is Mr. A. S. Dixon, the former Deacon-convener; on his right is Mr. J. W. Train, the new collector. On the extreme right is Lord Provost T. A. Kerr, and on his right is Mr. Robert Allison, Clerk of the House.

HAILE SELASSIE IN LONDON

The Emperor of Ethiopia, Accompanied by His Son, the Duke of Harar, Spends Three Days as the Guest of the Queen and Fulfils a Crowded Programme of Engagements

THE STATE VISIT TO THE CITY OF LONDON TO RECEIVE AN ADDRESS OF WELCOME FROM THE LORD MAYOR: *Left*—The Emperor inspecting the guard of honour of Pikemen of the Honourable Artillery Company assembled outside the Mansion House when he arrived there for the Lord Mayor's luncheon. Earlier, in company with the Duke of Harar, Haile Selassie had driven in State through crowded streets from Buckingham Palace to Guildhall. *Right*—The Emperor seen at the luncheon given in his honour by the Lord Mayor and Corporation of the City of London. Also present at the Mansion House were the Duke and Duchess of Gloucester and Sir Winston Churchill.

THE EMPEROR'S SURPRISE GIFTS TO THE CITY OF LONDON: The Lord Mayor, Sir Noël Bowater, acknowledges the unexpected gifts from the Emperor during the civic reception in the library at Guildhall. The first presentation from the Emperor was a pair of elephant tusks, mounted in the shape of a semi-circle on an ebony base; silver bands encircle the tusks, which are surmounted by a small globe and cross. This impressive-looking gift was borne into the library by five men, and they, in turn, were followed by others carrying silver-tipped spears and a round shield, ornamented in gold. On the right of the picture is the Duke of Harar, wearing a blue uniform

MEMBERS OF BRITAIN'S ROYAL FAMILY ATTEND THE DINNER GIVEN BY THE EMPEROR AT THE ETHIOPIAN EMBASSY: The Queen and the Duke of Edinburgh (His Royal Highness is in knee breeches, with the Garter); Princess Margaret and the Queen Mother seen arriving at the Embassy in Prince's Gate. On this occasion the Queen wore a gown of silver and blue lace. Several other members of the Royal Family were also present as well as the Archbishop of Canterbury, and Members of both Houses of Parliament.

THE PRIME MINISTER WAS ALSO A GUEST AT THE EMBASSY: Like the Duke of Edinburgh, Sir Winston wore knee breeches with his Garter. He was accompanied by Lady Churchill.

AMONG THE EMPEROR'S OTHER ENGAGEMENTS: *Left*—A matron and a nurse from Jamaica are introduced to Haile Selassie during his visit to the Middlesex Hospital. *Right*—At Twickenham Technical College the Principal (Mr. A. Webb) explains to Haile Selassie the functions of the inducted heating of a metal bar; the Emperor views the glowing metal through a smoked glass screen. Last Monday the City of Bath arranged to confer the Honorary Freedom of the City upon the Emperor.

HURRICANE "HAZEL" SWEEPS A CONTINENT

The Most Powerful Storm for Years Wreaked Havoc Over North America from Haiti to Toronto

One of the worst hurricanes in recent years hit the North American continent last week, leaving hundreds of dead, thousands of homeless and many millions of dollars' worth of damage in its wake. This was Hurricane "Hazel," so named by the American Weather Bureau, which kept all parts of the United States and Canada constantly informed of its progress. Without doubt the efficient warning given by the Bureau saved many lives and reduced much of the damage.

The hurricane first struck the carefree, happy island of Haiti on a peaceful Sunday morning. It was nearly twenty-four hours before the full extent of the damage on the Caribbean island could be assessed. Then it became known that the town of Jérémie, with about 20,000 inhabitants, had been almost totally destroyed. In addition, there was considerable danger of epidemics due to the destruction of a large part of Haiti's water supplies. As so often happens when these tragedies occur, the Royal Navy was at hand to render assistance, in this case in the shape of the survey vessel *Vidal*, which immediately set out for Haiti from near-by Jamaica.

Two days later the hurricane reached the coast-line states of North and South Carolina. The damage there can be gauged from the fact that Governor James F. Byrnes of South Carolina had to travel 75 miles before he could find a telephone from which he could call the White House. There the President authorised emergency aid to the two states, which were described as disaster areas. In Washington itself Government employees were allowed to leave their offices at two o'clock in the afternoon to enable them to get home before the threatened storm struck. The force of the hurricane was by that time partially spent, and did in fact miss the capital, but it was still powerful enough to wreak damage and casualties on its way northwards. Through Maryland and New York State, "Hazel" rampaged, and the sky-scrapers of New York were reported to have shivered in a terrifying manner.

Even then the worst of the nightmare storm was not over. A week after it had first struck in the warm Caribbean, Hurricane "Hazel" crossed into Canada and hit Ontario. The suburbs of western Toronto were at first believed to have suffered most, and at least eighty-five dead were reported when floods and storms overtook the Canadian province.

THE FIRST VICTIM OF HURRICANE "HAZEL"—THE BATTERED TOWN OF JÉRÉMIE, IN HAITI: The scene of destruction in the town in the south-west corner of the Caribbean island. Jérémie, with about 20,000 people, was almost totally destroyed by the hurricane, which swept northwards to the United States and Canada after it had hit Haiti. After the hurricane there was still considerable danger to the population from epidemics because of the destruction of a large part of the island's water supplies.

THE HURRICANE SWEEPS NORTH TO THE UNITED STATES: An amusement park at the seaside resort of Myrtle Beach, South Carolina, lies completely flattened after the hurricane had passed over it. In response to urgent requests from the State governors, both North and South Carolina were declared to be "major disaster" areas by President Eisenhower, who authorised immediate and unlimited Federal aid to be sent.

A STRAW IN THE WIND: The top of the 225-ft. steeple of Trinity Methodist Church in Richmond, Virginia, is just snapping off after it had been hit by the hurricane.

BEACHED HIGH AND DRY BY 100-MILES-AN-HOUR WINDS: On a seafront littered with debris this boat was lifted out of the water by the hurricane without ceremony. This was the scene at Morehead City, North Carolina. Telephone communications were completely disrupted in the two East Coast states. The Governor of South Carolina had to travel 75 miles before he could contact the White House to ask for immediate aid.

The Bus Strike in London

Scenes of Landmarks which Seemed Unfamiliar without their Red Buses; Pictures of Londoners Walking to Work and of the Strikers Stating Their Case

LONDON WEARS AN UNFAMILIAR LOOK WITHOUT THE RED BUSES: Two pictures of Central London when the bus strike had extended to affect 181 routes and another seventy-five were restricted. Last Monday the busmen's delegate conference decided to resume normal working on Wednesday. *Above*—Duncannon Street, where the buses usually stop in dozens. Trafalgar Square and the National Gallery are in the background. *On right*—Piccadilly Circus. At the bus stop in the left-hand corner a private car is offering a lift.

London's most widespread bus strike for nearly twenty years was most seriously felt in the central metropolitan areas. By the beginning of the week, the familiar red vehicle was a rarity in many streets along which buses normally stream. Nearly 21,000 drivers, conductors and conductresses were on strike. There were no buses on 181 routes and restricted services on another seventy-five. Working was normal on the remaining 100 routes.

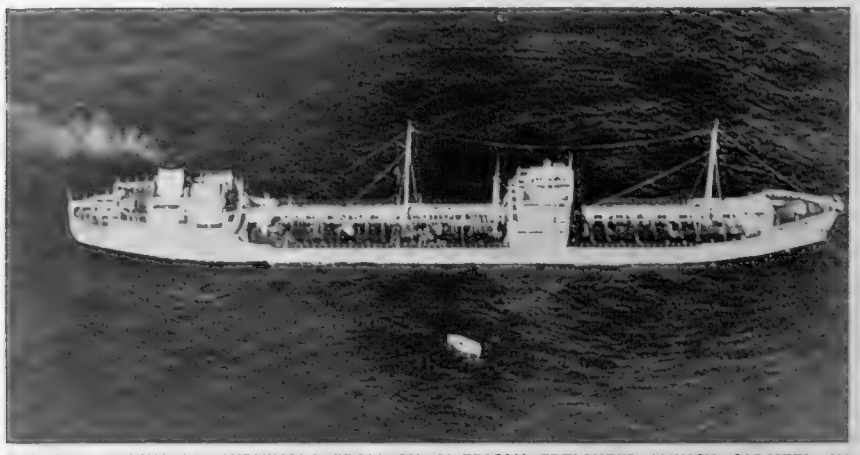
The strike at forty-three depots was a protest against the introduction of revised working schedules. The London Passenger Transport Executive claimed that these were necessary because since last month the crews at a number of depots had refused to work overtime. The crews on their side demanded higher wages for both drivers and conductors. The strike was unofficial—it was not supported by the Transport and General Workers' Union. However, it was generally admitted that the basic trouble was shortage of labour to operate the bus routes. Before the decision to start work, Sir John Elliot, chairman of London Transport, had warned the strikers that he would not engage in further talks until normal working was resumed.

WALKING TO WORK: Many Londoners had to walk at least part of the way along which they usually took a bus. *On left*—A City-bound crowd streams across London Bridge in the morning. *On right*—London Bridge Station, with passengers coming up from the Underground to the deserted bus terminus. The only Transport staff in sight are the two inspectors under the sign on the left. The blackboard in the centre lists some of the affected services. Private car owners gave many lifts.

THE BUS CREWS STATE THEIR CASE: *On left*—A general view of a meeting held in Trafalgar Square. Fewer than 1,000 of the 21,000 strikers attended. *Above*—Some of the leaders of the unofficial strike stand on the Nelson plinth with posters and slogans, listening to a speech by Bill Jones, of Dalston Garage.

ADVENTURE AND DISASTER ON THE HIGH SEAS

Two Fatal Shipwrecks; and an American who has Drifted Across the Pacific Ocean



A TANKER PICKS UP SURVIVORS FROM AN AMERICAN FREIGHTER WHICH CAPSIZED IN A GALE OFF VIRGINIA: A boat from the freighter *Mormackite* is seen approaching the tanker *Allentown*. The freighter capsized suddenly and had no time to send an S O S message. Only eleven of the forty-eight people on board were rescued and twelve bodies were recovered before the search was given up. The eleven survivors had drifted for forty-eight hours before being picked up and their faces were almost raw from exposure to wind, sun and salt-water. For a while, their boat was surrounded by sharks, which had to be fought off. Many of the survivors despaired of ever being picked up.

On right—

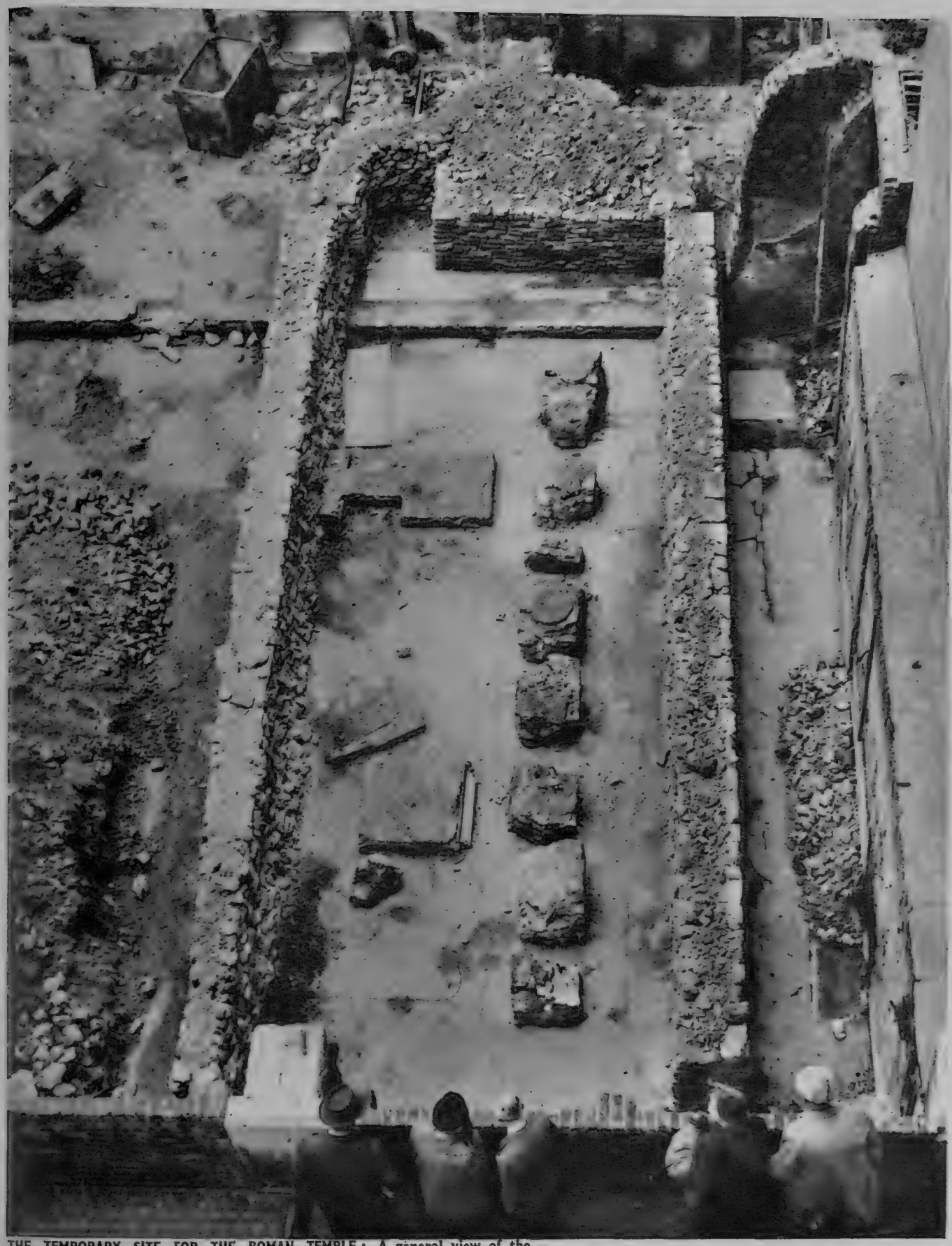
SIX OF THE TWELVE BODIES RECOVERED FROM THE SCENE OF THE DISASTER: The United States destroyer escort *Eaton* is seen taking on board some of the bodies from the freighter *Mormackite* which capsized and sank off Virginia.

A "KON-TIKI" STYLE VOYAGER IS REPORTED TO BE SAFE: This is the crude craft in which Mr. William Willis, a sixty-one-year-old Texan, crossed the Pacific. The raft, which is constructed of seven logs of balsa wood and very little else, is seen at Callao, in Peru, from where Mr. Willis started on his long drift across the Pacific. Last week a radio operator in Tutuila, in the Samoan Islands, picked up a radio message from Mr. Willis, saying that he was in the vicinity of the islands. Shipping was asked to look out for the raft which was eventually sighted 27 miles north-west of Pago Pago. Mr. Willis refused to be picked up, but accepted a tow into Pago Pago. Named the *Seven Little Sisters*, the raft carried a radio, fishing tackle, fresh water, sacks of machica and tins of condensed milk. Previously nothing had been heard of Mr. Willis since just after he left Callao on June 22.

THE MAN WHO DRIFTED ACROSS THE PACIFIC: Mr. Willis said that he was making the trip to prove that man can conquer oceans with his bare hands.

DRAMA AT SEA—THE VIEW FROM ONE LIFEBOAT AS TWO OTHERS PUT OFF FROM THE STRICKEN NORWEGIAN TANKER "EMMA BAKKE": *Inset on left*—A close-up of passengers and crew in one of the lifeboats before being rescued. The ship was crippled by violent explosions in her engine-room and eventually sank.

The freighter *Emma Bakke*, registered at Haugesund and of 8,215 tons deadweight, was on a voyage from New York to Casablanca carrying supplies for United States military bases in Morocco. Among her passengers were eight American women. When about 200 miles off Casablanca, her engine-room was rocked by a violent explosion, followed by others. A fire broke out and soon spread beyond the engine-room. Attempts were made to quench the fire but were unsuccessful. The captain, Harald Kolnes, gave the order to abandon ship, and of the fifty passengers and crew, only two lives were lost. The two persons who lost their lives were members of the crew and one of them died as a direct result of the explosion. An S O S was sent out, and the forty-eight survivors were picked up by the Argentine liner *Corrientes* and landed at Lisbon. All passengers on board the *Emma Bakke* were unanimous in their praise of the conduct of the crew during their strenuous efforts to extinguish the fire, and of the efficient way in which they arranged to abandon the ship.



THE TEMPORARY SITE FOR THE ROMAN TEMPLE: A general view of the Mithraeum on its new site between Budge Row and Sise Lane, in the City. The foundations were removed in their entirety from Walbrook, where they were discovered. They will remain in Sise Lane until they are taken to their permanent site off Queen Victoria Street.

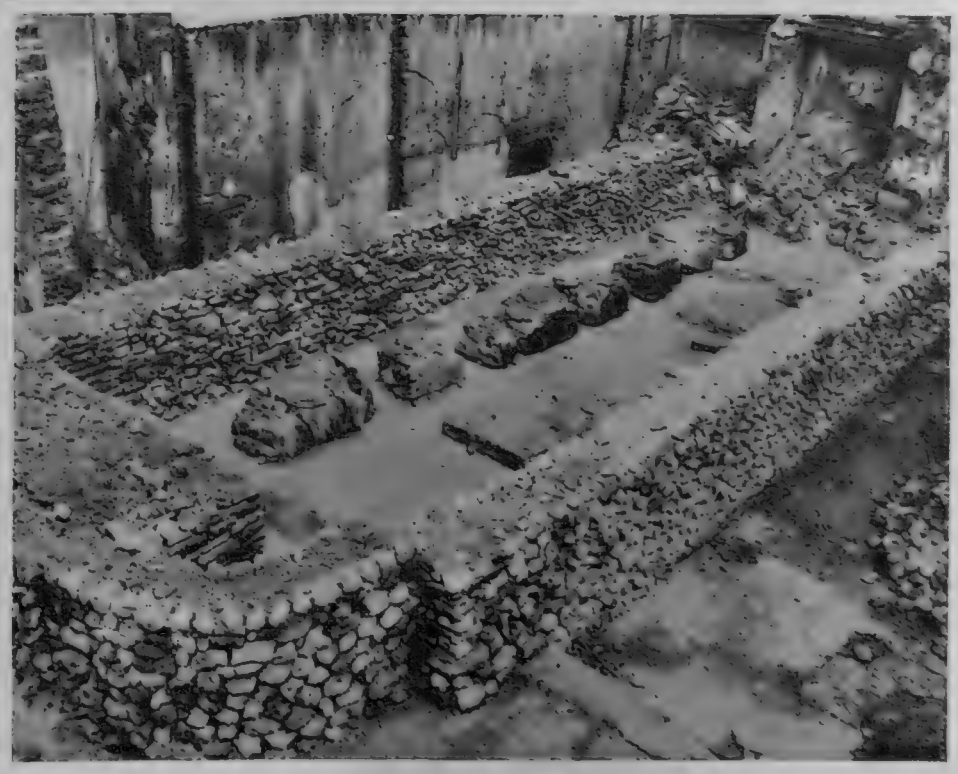
THE NEW SITE FOR THE MITHRAEUM

The Roman Temple is Now Laid Out, with its Lower Walls Built from the Original Stones

The famous Temple of Mithras—one of the most important archæological finds ever made in London—has now been laid out on a temporary site in the angle between Budge Row and Sise Lane, in the City of London. The move was necessary so that the erection of new buildings could proceed at Walbrook, where the foundations of the temple were found and caused such a sensation last month. The Mithraeum is to remain in Sise Lane until it can be taken to its permanent site off Queen Victoria Street.

The most modern equipment—cranes and grabs on caterpillar tracks and electric drills—helped in this move of the nearly 2,000-years-old masonry. The foundations, which must have taken Roman and British masons months, and possibly years, to lay down, were thus taken away by twentieth-century means and set up on their new site in a matter of days. At Sise Lane the Roman stones have been built up to form the outside walls and this model reconstruction of the Mithraeum will continue to be one of the sights of the City. Spectators can now see clearly the shape of the temple, with its apsidal west end and the bases of the column of pillars which ran down the nave. It is remarkable how well-preserved the stones of the walls are. Each one of them is a tribute to the skill of the original masons. During the removal further small finds were unearthed, most of them fragments of pottery. Archæological excavation has now finished at Walbrook, but it is hoped that further discoveries may be made during the digging of the new foundations for the building there. Mithras remains news—at any rate, among scholars—and the inscription on the last big find—the Bacchic Group—is still the subject of much speculation. Opinion tends to the belief that it should read *Hominibus vagis vitam*, not *Bagis batam*, as at first deciphered. If this is so, its meaning still remains highly disputable. It might imply long life to Bacchus and his attendants, or it could be a Roman soldier's joke about "wandering boys."

The temporary site at Sise Lane already had a religious history before it took in the Roman Temple. For here was the churchyard of St. John the Baptist-upon-Walbrook. The church was removed in 1875 under an Act of Parliament for uniting City benefices.



THE WALLS REBUILT WITH THEIR ORIGINAL STONES: *Above*—Workmen are rebuilding the lower walls with the stones made by Roman-British masons. *On right*—The new layout shows clearly the apse at the west end and the bases of the colonnade of pillars down the nave.

Foreign Review

A PICTORIAL SURVEY OF RECENT EVENTS IN EUROPE, AMERICA, AFRICA AND ASIA

A DOG WARNED THE SOLE INHABITANT WHEN AN ISLET BLEW UP IN LAKE GARDA: It is not yet known what caused the series of explosions on the minute island of Trimelone, in Lake Garda, in Italy. But it was used as a dumping ground for ammunition after the war. The sole inhabitant—a night watchman—managed to row away after the first explosion. He had been wakened by his dog. *Above*—The islet is seen covered with smoke during the explosions. *Below*—Trimelone after the smoke had cleared. The steep cliffs off Lake Garda are behind.

BIRTHDAY GREETINGS FOR MRS. ROOSEVELT FROM MR. VISHINSKY: One of the Soviet personalities best known to the outside world—Mr. Andrei Vishinsky, the Chief Soviet delegate to the United Nations—shakes Mrs. Franklin Delano Roosevelt warmly by the hand on the occasion of her seventieth birthday. He was one of the guests at the dinner held in her honour in New York. In the centre are Mrs. Vishinsky and M. Birecki, the Polish delegate at the United Nations.

THE UNITED STATES AWARDS AN HONOUR TO AN EGYPTIAN GENERAL: General M. B. Ridgway, the Chief of Staff of the United States Army (on the right), offers congratulations to Major-General Mohamed Ibrahim, the Chief of Staff of the Egyptian Army (in the centre). General Ridgway had just presented General Ibrahim with the United States Order of Merit, in the rank of a Commander. The ceremony took place in the Pentagon in Washington. On the left is Dr. Ahmed Hussein, Egyptian Ambassador to the United States.

MOUNTED POLICE IN ACTION AGAINST THE MAU MAU: One of the most active forces in the unceasing suppression of the barbarous terrorists in Kenya is the Mounted Section. This is a combined force of Army, Police and Home Guard. *Above*—Two native members of a mounted patrol are fording a stream in pursuit of a terrorist gang. The patrol had surprised a party of six Mau Mau. Two of them were captured. The remaining four were pursued relentlessly, the patrolmen on horses being able to move through any kind of country. *On left* is a picture of white and native personnel of one of the patrols in their camp in a valley. Supplies for men and horses are brought up whenever possible by motor transport. In spite of the vigilance of all the forces in Kenya, the Mau Mau still continue their activities.

A FRENCH MILITARY COURT PRONOUNCES THE DEATH SENTENCE ON THE GERMAN WARTIME "BUTCHER OF PARIS": The atrocities committed by the Germans in France during the war are recalled by this scene at the conclusion of a French Military Tribunal at the Cherche-Midi Prison, in Paris. The President is reading the sentence of death upon the former S.S. General, Karl Oberg, and his Chief Assistant, Colonel Helmuth Knochen. Oberg, the Supreme German Police Chief in France during the war, became known as the "Butcher of Paris" because of the atrocities he committed. He and Knochen were charged with responsibility for mass murders, deportations and tortures. Their trial lasted three weeks. In accordance with French procedure, the accused were not in court to hear the verdict. It was later delivered to them by the Prosecutor.

THE SHAH OF PERSIA OPENS THE SENATE AT A CRITICAL TIME: The Shah, at the extreme right, is reading his address to the Persian Senate in Teheran, while behind him stand four of his brothers. He expressed the hope that the recent oil agreement with the International Consortium would be quickly ratified by the Senate. The speech to Parliament coincided with a period of great anxiety throughout the country, which has resulted from the purge of some 650 Army and Police officers. They were charged with having set up a Communist spy ring within the Persian Army. A number of them have been sentenced to death after secret trials.

SEOUL STAGES ANOTHER OF HER DEMONSTRATIONS TO DRAW ATTENTION TO DR. RHEE'S POLICIES: Part of the crowd of 30,000 students and schoolchildren who demonstrated in the South Korean capital against the withdrawal of United States troops from the country. They carried banners and shouted slogans such as "America has not finished its mission." Demonstrations are a regular feature of educational life in Seoul. For days before the mass rally the young demonstrators are carefully coached in the chanting of appropriate slogans and orderly marching through the capital.

EX-QUEEN NARRIMAN OF EGYPT ARRIVES IN GENEVA: She is seen here at the airport with her mother. They had flown to Geneva from Paris. The twenty-year-old ex-Queen is married to an Egyptian doctor, Dr. Adham el Nakib. The wedding took place in Heliopolis last May, a month after an Egyptian court had ordered the final decree of divorce between Queen Narriman and the exiled King Farouk. Dr. el Nakib, who works at the Anglo-Swiss Hospital in Alexandria, was educated in Britain.

THE U.S. DEFENCE CHIEF WHOSE COMPARISONS BETWEEN THE UNEMPLOYED AND DOGS CAUSED A NATIONAL UPROAR: Mr. C. E. Wilson, the American Secretary of Defence, introduced an unfortunate analogy between men and dogs when discussing unemployment at a Press Conference in Detroit. He was reported to have implied that the unemployed in America can be compared with two sorts of dogs—"gun dogs that go out and hunt for food" and "kennel-fed dogs that sit on their haunches." His remarks brought immediate nation-wide protests. Mr. Reuther, the President of the Congress of Industrial Organisations, sent a five-page telegram to President Eisenhower, demanding a public retraction of the statement. Even some members of Mr. Wilson's own party, the Republican, registered their objections, fearing the remarks might have adverse repercussions for them in the forthcoming elections, especially among the 3,000,000 unemployed in America. Mr. Wilson later made a public apology, but protested about the way in which his words had been exploited.

On left—

THE MEETING BETWEEN THE PRIME MINISTERS OF INDIA AND CEYLON: Sir John Kotelawala, the Prime Minister of Ceylon—standing on left—was greeted at Delhi Airport by Mr. Nehru, the Prime Minister of India, on his arrival for talks between their countries. It was the first time the two had met.

ARABS SHOW THEIR PACES

With the Re-establishment of the Endurance Test for Arabs and Anglo-Arabs, Held by the Arab Horse Society, it is Hoped that the Event Will Again Become a Regular Occasion

By BRIAN VESEY-FITZGERALD

THIS autumn, after a lapse of thirty-two years, the Arab Horse Society held an endurance test for Arabs and Anglo-Arabs. The Arab has an enormous reputation for endurance, and these endurance tests used to be held regularly, both here and in America, and aroused great interest. Some of the feats performed by Arab horses are really astounding. In 1921 an Arab stallion, named Crabbet, won a 310-mile test in America over a course of quite exceptional severity, carrying a weight of 17½ stone, which is no mean weight. And an Arab mare, named Ramla, carrying a weight of 14½ stone, won an endurance test of 306 miles in the same country, and on the day after the end of that test won a mile race, carrying 9 stone—a fantastic achievement.

There are many other records of prodigious feats by Arabs, some, like that of Astraled (who was the sire of Ramla), who is said to have covered the distance from Oregon to New Hampshire, across U.S.A., some 2,500 miles, in twenty-one days, obviously legendary. Even so, there can be no doubt that the Arab's reputation for stamina is well-founded. The English test of the early 'twenties was one of sixty miles a day for a period of five days, a test which should be well within the capability of any good Arab. Nobody was really surprised to find that the entrants for this test, almost without exception, acquitted themselves very well indeed.

Everybody knew that the Arab had been altogether outclassed by the specialised Thoroughbred so far as speed was concerned (though the Arab remains, I think, the fastest natural breed in the world), but it was satisfactory to know that, if outclassed for speed, the Arab remained pre-eminent for stamina. It was said once again, as it has been said so often before, that there is no breed in the world to approach, let alone excel, the Arab for stamina.

But, during the intervening years, quite a few knowledgeable people have had a suspicion that the Arab, though still an outstandingly beautiful and mettle-some horse, has lost a good deal in stamina. One or two exceptionally brave souls have even been known to say so aloud. There can be no doubt that the object of the Arab Horse Society in restarting these endurance tests after so long an interval was to show that over the years the Arab has retained its stamina, and that its age-old reputation for limitless endurance rested on as sure a foundation as ever it had done.

SHAGYA BASA, THE ANGLO-ARAB STALLION: This was the undoubted winner of the re-established Endurance Test held recently for Arabs and Anglo-Arabs over the downland country on the county borders of Berkshire, Hampshire and Wiltshire.

This year's test required only 50 miles a day for five days, as compared with the 60 miles a day of the test of the early 'twenties, but the course, though not of great severity, was a fairly exacting one. The test was held over the high downland country where the borders of Berkshire, Hampshire and Wiltshire meet—the country of Inkpen Beacon. This is undulating country and there are some fairly stiff gradients, and the horses had to cover a good deal of ground on hard roads. But it was certainly not a course that, either from length or severity, should have defeated any good Arab or Anglo-Arab in sound condition.

The first day showed clearly enough what was going to happen. The riders started from Shalbourne Manor, and the first horse away was a nine-year-old grey Anglo-Arab stallion, Shagya Basa, owned by Miss Marguerite de Beaumont (the owner of the Shalbourne Manor Stud) and ridden by Miss Phyllis Trotter. This horse comes of the famous Basa line, and, though I do not know that it started favourite, it must have finished the first day a very hot favourite indeed, for it not only held its position throughout the day but finished a long way ahead of the rest of the field.

It was a very good-looking field, with one or two exceptionally handsome Arabs. Rushti, a nine-year-old stallion, ridden by his owner, Miss P. M. Lindsay, and Zethan, an eight-year-old stallion, ridden by Mr. W. E. Bermingham, an American, took the eye particularly. (Mr. Bermingham, incidentally, rode bareback, since, without saddle, he was 6 lb. over the prescribed 13 stone.) There were some very good-looking Anglo-Arabs as well, especially, perhaps, Joyful Joshua, a chestnut gelding. Indeed, the whole field would have looked very well in any Show Ring.

But it is performance, not looks, which counts in an endurance test. It is condition, not beauty, that tells. And, perhaps, the less said about this test, the better. It must surely have given the officials of the Arab Horse Society furiously to think. At least, it is very much to be hoped that it has. For, in point of fact, unpalatable though it may be, only Shagya Basa, the ridiculously easy winner, measured up to the standard of thirty-two years ago. This beautifully built grey stallion finished quite unaffected. He had not even lost any weight—a great tribute to all concerned with him, and especially to his young rider—and he could obviously have covered a considerably greater distance each day without inconvenience.

THE CHAMPION HACK OF 1952: Champion Honeysuckle and her foal, Traveller's Joy, which was born earlier this year.

Now, why was this nine-year-old Anglo-Arab so immeasurably superior to the rest of his field? The Shalbourne Manor Stud does not specialise in long-distance endurance tests—only magicians specialise in what does not exist—and Shagya Basa was not put through any particular stiff course of training for this event. Specialisation, in fact, had nothing to do with it. Indeed, the secret lies, I am sure, in the fact that the Shalbourne Manor Stud does not specialise in any particular field, but in horses as horses. The reason for success may be summed up in one word—"horse-mastership"—which is, incidentally, a very different thing from horsemanship.

To anyone who knows the British Show Ring it may seem very silly to say that the Shalbourne Manor Stud does not specialise. Miss de Beaumont has spent most of her life breeding horses, and she has had innumerable successes in the Show Ring. It may even be—I do not know, for I have never added them up—that if you took the Shows up and down the country in the years since the war you would find that she has had more successes than any other Stud. But it has not been success in one particular branch. She has had Champion Welsh Mountain Ponies, Champion Highland Ponies, Champion Hacks, and so on. And now, success in an endurance test, which has absolutely nothing to do with the Show Ring. Furthermore, the whole place is not given up to horses and ponies. Labrador Retrievers and Irish Terriers are also bred here, and many Championships and Field Trial Championships have been won.

Of course, knowledge—great knowledge of breeding (whether of horses or dogs)—has played a great part in all this. But the root of success lies in something much deeper than that: in a great love for and understanding of animals.

It is a very rewarding experience to visit Shalbourne. The first thing that must strike anybody is the tameness of the animals (I am talking about horses now, of course) and their delight in seeing humans. There is no question of catching a horse in a field. You go and stand in the field and the horses come to you, naturally and without fear or shyness. And it is the same with the stallions. Everybody knows that a stallion can be a pretty nasty customer: everybody knows that there are stallions that are killers, whose one idea is to get at somebody. Here, a perfect stranger, you can stand in a loose box with a stallion and be nuzzled.

There are, of course (it would be idle to deny it), some vicious horses—there are also some vicious men—but very few horses are naturally vicious. The savage horse is, ninety-nine times out of a hundred, a frightened horse, a horse trying to defend itself and adopting the sound adage that "attack is the best form of defence." Here horses are handled from birth, and never learn to think of men or women as other than friends.

And the odd thing is that, when strange and nervous horses come to the stud, they are quickly taught by the residents that there is nothing to worry about. There is, here, a Palomino stallion, a Welsh Mountain Pony—it cannot be too strongly stressed that the Palomino is *not*, in this country at any rate, as so many people think, a breed, but merely a colour variation—named Jason of the Golden Fleece. He is a pony very famous in the Show Ring for his beauty and perfect conformation. He is also a pony of great intelligence and great gentleness, and he might be described as the "host" of Shalbourne. When a strange pony comes to the stud, whether it be colt or filly, mare or another stallion, no matter how restless and nervous it may be when it arrives, it will settle down at once, if put into the loose box next to Jason.

All this may seem to be rather sentimental. It is not. The fact that the horses and ponies at Shalbourne are treated in a personal manner, and not merely as show pieces or sources of income, is the very essence of horse-mastership. The horse becomes an individual demanding both individual treatment and individual friendship, and not just one of a herd of horses of certain commercial value. But it is never forgotten that they are horses, and horses of varying types. It is never, for example, forgotten that the Mountain and Moorland pony breeds are hill ponies, and that they cannot be expected to do well in wet valleys.

On these high downs, the Welsh ponies do exceptionally well and particularly in winter-time. That does not mean that there is no shelter, of course. There are small warm hollows and little woods on these Downs, where shelter from the north and east, which is important, can be obtained. But the ponies winter out on the high ground, and are more contented, tamer and sure-footed for doing so.

Which brings me back to the Arab and the endurance test. The Arab, the good Arab—for there are, unfortunately, plenty of second-rate ones in the country—is a king among horses. There is no more beautiful animal, and the effect of an infusion of Arab blood into stock of poor quality is startling.

We still see the most beautiful Arabs in the Show Ring, animals with the best of Arab blood in their veins, animals to delight the eye. But it may be true—this latest endurance test suggests that it is—that we have concentrated too much on beauty, that we have become so obsessed with the Show Ring that we have forgotten that the horse is really only valuable outside the ring, that it is essentially a working animal and not a piece of bric-a-brac. The success of the Shalbourne Manor Stud lies in the fact that first principles have never been forgotten, that the horse has always been regarded as a horse and not as a peg on which to hang rosettes.

It is to be hoped that the long-distance endurance test for Arabs and Anglo-Arabs will now be held regularly: indeed, that it will be held every year. And that the course will again be stepped up to 60 miles a day and held over difficult country. It would be a very good thing if the endurance test were to be regarded as just as important as a Championship in the ring. It would be a still better thing, if some sort of system as that for Gun Dogs could be instituted for Arabs and Anglo-Arabs—namely, that no animal could be called "Champion" that had not won both in the Show Ring and in the Endurance Test. It would be a very good thing for the breed—and it would do no harm to the Arab Horse industry from the breeders' point of view in the long run, though it would undoubtedly cause a few headaches to begin with. Better a headache than no industry.

AT THE SHALBOURNE MANOR STUD: Miss de Beaumont seen with Champion June XI and filly foal (1953), by the Arab Raqi al Hussum.

AIR-SEA RESCUE OPERATIONS AT PLYMOUTH : A Sunderland seaplane drops supplies to some airmen stranded in a dinghy during demonstrations by the Marine Branch of the R.A.F. These demonstrations were held to illustrate the modern techniques used in air-sea rescue operations by the Royal Air Force. The R.A.F. have operated boats for various purposes since 1935 and, during the last war, air-sea rescue operations were responsible for the saving of 13,269 lives: of these, 8,604 were air-crew. Then, in 1948, the Marine Branch was formed, to take over the organisation of the many duties performed by R.A.F. sea-going craft. By far the most important duty carried out by this section is that of air-sea rescue, and some of the techniques used can be seen in the pictures on this page. The latest rescue vessels used by the R.A.F. are very modern launches which are equipped with radar, enabling them to operate even in foggy weather. There is ample deck-space and living conditions are adequate. The Marine Branch also operates ships used as radar targets, seaplane tenders, fire-floats and refuellers.

HIGH-SPEED RESCUE by the R.A.F.

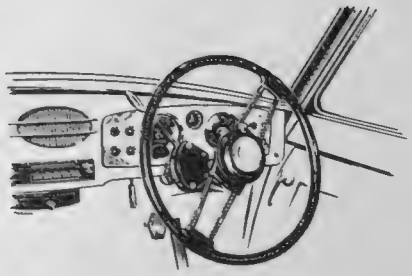
A Demonstration at Plymouth of Modern Air-Sea Rescue Techniques by the R.A.F. Marine Branch

SPEEDING TO THE RESCUE : One of the R.A.F.'s new 68-ft. high-speed rescue launches is put through its paces. The maximum speed of these vessels has not been officially released, but it is said to be about 35 knots.

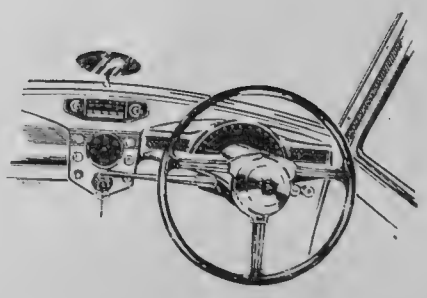
THREE MEN IN A DINGHY : These airmen have escaped from their aircraft, clambered into the inflatable dinghy and are awaiting the arrival of the rescue launch.

THE RESCUE LAUNCH ARRIVES : The launch heaves to near the dinghy and a line is thrown across. The airmen are then slowly hauled alongside the launch. During the war many thousands of lives were saved by this method.

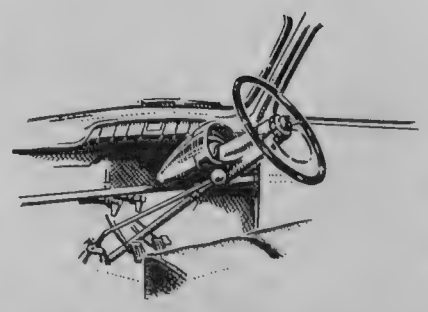
THE RESCUED MEN CLAMBER ON BOARD : A rope ladder is hung down the side of the launch to make easier the task of climbing aboard. The high speeds of these launches enable the rescued men to be taken to hospital quickly if this is necessary.



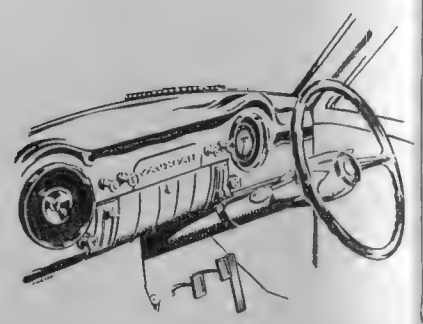
THE DRIVING SELECTOR LEVER OF THE NEW ARMSTRONG-SIDDELEY SAPPHIRE : The lever on the steering wheel goes with the no-clutch fully-automatic transmission model. The instrument panel in this car also shows many improvements.



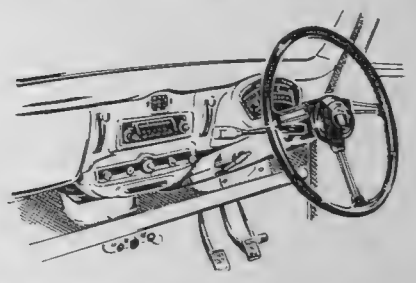
INSIDE THE OVERDRIVE SUNBEAM MARK III : The re-designed facia panel for the new Sunbeam range of Saloon, Convertible and Alpine. The new panel can accommodate a revolution counter which is now obtainable as an optional extra.



THE COMPACT PANEL AND CONTROLS OF THE NEW FORD PREFECT : The careful positioning of controls improves the spaciousness of the new model. Under the dash is seen a parcel tray which extends to the full width of the car.



A RE-DESIGNED VAUXHALL : The facia panel of the latest Vauxhalls has been completely re-shaped, with the instrument cluster balanced on the other side of the glove box by the radio-speaker grill. The wheel has also been re-designed.



THE HANDSOME FACIA OF THE NEW AUSTIN MODELS : This is inside the Austin A 40/50 Cambridge Saloon. The lid on the passenger's side can form a useful tray.

THE 1954 MOTOR SHOW

Although there are no Surprises at this Year's International Exhibition at Earls Court, the Number of New Models Shows that there is Plenty of Competition Among Manufacturers

BY "THE SPHERE" MOTORING CORRESPONDENT

WITH the great international Motor Show now in top gear at Earls Court we can study in proper focus the pattern of British motoring for 1955.

The Show has produced few surprises. There are certainly no revolutionary engineering developments. But with a total of some twenty new models and a large number of new variants of existing ones, the 1954 Show is full of interest.

It is an exhibition of which Britain and our great motor industry can be proud. When we view in brave array at Earls Court the wide selection of cars of both new and well-proven design which Britain is offering to motorists at home and abroad for 1955, we realise to the full that the production and export achievements of our motor industry are the natural rewards of energy and enterprise.

It is estimated that by the time we ring in the New Year, Britain's car manufacturers will have built a record total of 786,500 cars and may have exported 370,000 of them.

Apart from its magnificent export achievements, the importance of the motor industry is driven home by the fact that new cars have been coming on to the home market this year at the rate of some 8,000 every week. They have raised the number of cars on the crowded roads of Britain to a total of more than 3,000,000. The determination of Britain's car builders to maintain their foreign sales is reflected in the big expansion plans, involving the expenditure of many millions of pounds, which have been put in hand by all the main manufacturers.

By increasing factory space and installing the latest equipment they hope to cut production costs and so compete even more effectively with their foreign rivals. That this competition is severe can be seen from a study of the foreign cars on show at Earls Court. A total of nearly 100 models of twenty-seven different makes from six different countries—France, Germany, Italy, Czechoslovakia, the U.S. and Canada—form a challenging reminder of the opposition's mettle.

The big technical trend at this year's Show relates to automatic transmissions. The British lightweights have nothing to compare with the centrifugal clutches now available on the two leading French "babies"—Renault and Citroën—but the Daimler Co. have announced a new Lanchester—the 1,622 cc. "Sprite"—which has fully automatic, two-pedal transmission and is offered for a basic price of only £760.

Here is one of the Show's big sensations. For the Sprite is probably the cheapest car ever offered with automatic transmission as a built-in feature. News of the Sprite followed the Armstrong-Siddeley announcement that their 3½-litre Sapphire saloon is now available with automatic transmission for a total price of less than £2,000—£1,404, plus £586 tax.

Another trend closely related to automatic transmission is the growing popularity of the Laycock-de Normanville overdrive unit, now fitted as standard to a number of models, including the Sunbeam Alpine two-seater sports car.

The prospect of ruthless standardisation has, happily, receded for the time being. There is a greater choice of models, with many variants. But it is interesting to note how the British Motor Corporation, formed by a merger of Austin and Nuffield, are introducing more and more rationalisation into their design and production policy.

By developing basic engines and body shells and adapting them for a number of different models, B.M.C. are cutting down production costs while still offering a wide range of cars.

Outstanding examples of this policy are the Austin Seven and Morris Minor (using the same engine); Riley Pathfinder and the new Wolseley 6/90 (using the same body panels); Austin Cambridge and Morris Oxford (same engines).

More cars—including the new Austins—are being built on the unitary construction principle, without true chassis frames.

The new Hillman Minx has at last climbed on to the o.h.v. band-wagon. Compression ratios are higher. The trend towards "square" engines continues, with the Minx as the latest convert.

Brakes are getting bigger. And more firms are using glass fibre (including Jensen, whose new 541 saloon is going into production with an all-plastic body).

There you have the major trends of the Show; that and the growing vogue of the estate car. And I should also mention that Girling are showing an experimental system of power-assisted steering.

There are no clear-cut price trends—unlike the situation at the Paris Salon, where Simca and Renault waged a minor price "war" in announcing small reductions on a number of models. At Earls Court there has been no repetition of last year's "battle of the babies," when Ford brought out their Popular (£390 14s., including tax) in reply to the Standard Eight (£481 7s. with tax); and when we also had the new two-door Austin Seven at £475 14s. (tax paid).

The new Singer Hunter costs £81 8s. more (including tax) than the SM 1500 it replaces. The cheapest model in the new Austin Cambridge range costs £12 15s. (including tax) more than the basic version of the A 40 model it replaces.

HILLMAN'S NEW DUAL-PURPOSE CAR : The Hillman Husky, which can be used as a four-seater saloon with normal space for luggage, or as a small van with the rear seats folded down. It has a covered platform space for a 5-cwt. load.

THE SIX-SEATER MORRIS OXFORD TRAVELLER : There are full-width, bench-type seats at the front and rear. The back seat can be folded down to leave the entire rear part of the Morris Oxford Traveller entirely free for carrying luggage or goods.

On the other side of the picture there is the Rootes announcement of its £564 19s. Husky dual-purpose estate car; its Minx "special saloon" (which retains the old side-valve engine and costs £17 less than the old Minx saloon); and reductions of between £14 and £56 on its Sunbeam models.

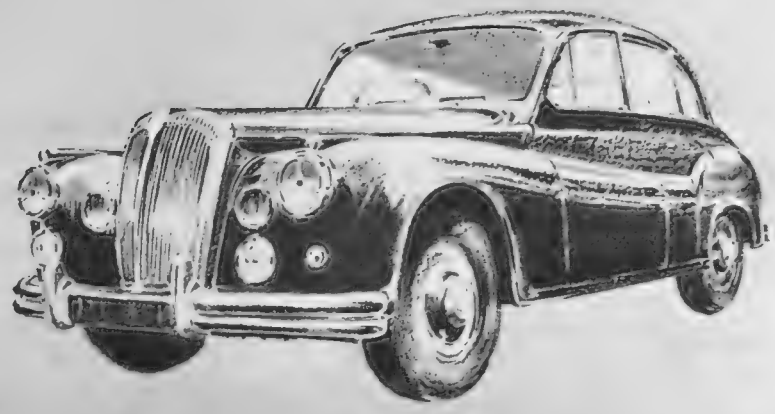
The new Austin Westminster (A 90) in its basic form costs £38 less on list price (and £53 17s. overall) than the cheapest, fixed-roof model of the A 70 Hereford it replaces.

Before I go any further I should say something about three of the outstanding new Show models: the Lanchester Sprite, the Austin Westminster and the new o.h.v. Hillman Minx.

The Sprite is a four-seat, four-door saloon, with a vertical radiator grille in the Lanchester tradition and a 4-cylinder o.h.v. engine of 1,622 cc. The outstanding feature of this car, as I have already mentioned, is its automatic transmission. The system adopted by Daimler for their Lanchester Sprite is different from the American principle used by Rolls-Royce, Bentley, Armstrong-Siddeley and (on export models) Jaguar. This uses a fluid coupling with epicyclic gear trains, whereas the Sprite employs an epicyclic gear-box with

(Continued on page 157)

NEW MODELS AT EARLS COURT

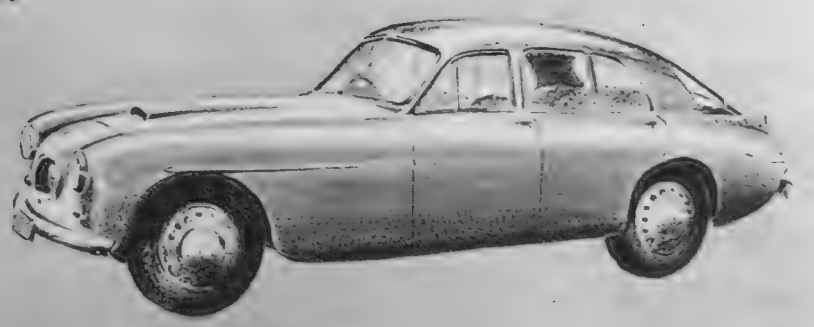


THE DAIMLER REGENCY MK. II

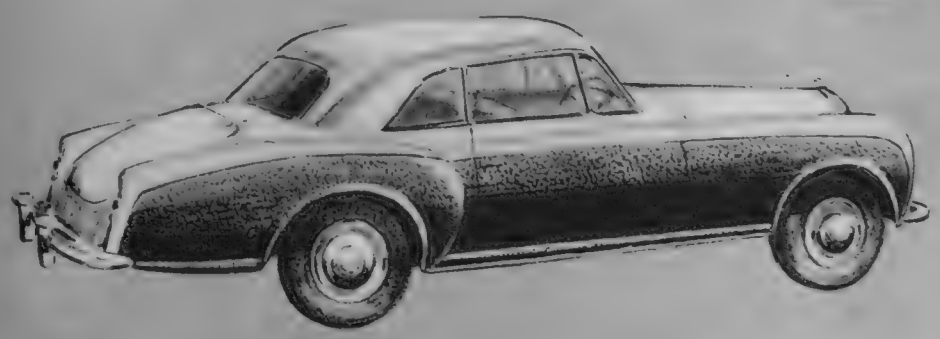
THE AUSTIN A40/50 CAMBRIDGE

THE VAUXHALL CRESTA

THE SINGER HUNTER



THE BRISTOL 405 SALOON



On left—
THE BENTLEY CONTINENTAL SPORTS SALOON

The new models on show at Earls Court this year bear witness to the fact that manufacturers are more than ever alive to the need for competing for the attentions of customers not only abroad, but also on the home market.

The Austin A 40/50 Cambridge should meet the requirements of most family motorists. A large range of alternative specifications are offered. The customer can choose a 1,200 cc. (A 40) or 1,500 cc. (A 50) engine; a two- or four-door body; "family" or "de luxe" models; no fewer than eleven different colour schemes; and a wide range of optional extras. It is an entirely new car, and among the many new improvements is that all-important one, increased space. Prices range from £649 19s. 2d. to £720 15s. 10d., including Purchase Tax.

Daimler returns to the fray with the Regency Mk. II, a sleek saloon car, with the traditional fluted radiator. Again, the customer is given a choice of 3½ or 4½-litre engines. Their respective prices, inclusive of Purchase Tax, are £2,324 9s. 2d. and £2,777 15s. 10d.

The Singer Hunter (inclusive price £975 1s. 8d.) has spaciousness as its keynote. It can seat five to six persons on the bench-type seats which, front and rear, are upholstered with foam rubber cushions and located between the axles.

The Vauxhall Company are showing entirely new versions of their current models, the 6-cylinder Velox and the 4-cylinder Wyvern. In addition, however, there is a completely new model, the 6-cylinder Cresta. This car is mechanically similar to the Velox, but it is a de luxe model, being fitted with a wide variety of additional items as its standard equipment. These include leather upholstery, two-colour paint finish, white-wall tyres and a foam rubber seat overlay. Price, including Purchase Tax, is £844 0s. 10d.

Bentley's are showing two new models on the Continental chassis—a four-seater Sports Saloon and a Convertible Coupé, both with lightweight coachwork by Park Ward. Both these models are available, as an optional extra, with the automatic gear-box at £99 3s. 4d., including tax. The new Bentley models, in fact, offer luxury four-seater coachwork on a chassis designed to be driven with safety at speeds up to 120 m.p.h. The price of both is £6,517 15s. 10d., including Purchase Tax.

The Car Division of the Bristol Aeroplane Company is also exhibiting a new model, a four-seat, four-door saloon, the 405, together with a drophead version of it. Overdrive in top gear permits a fast cruising speed at modest r.p.m. of its 2-litre 100-B engine. This, together with the clean, aerodynamic lines of the body, which reduce to a nothing the wind roar, makes for exceptionally quiet motoring. The price of both the Bristol 405 Saloon and Drophead is £3,188 12s. 6d., including tax.

BRITISH MOTOR CARS ON SHOW

SOME OF THE OUTSTANDING MODELS WHICH ARE EXHIBITED AT EARLS COURT

THE ELEGANT LIMOUSINE LINES OF THE ROLLS-ROYCE WRAITH: This is a luxury limousine, and the coachbuilders, Freestone and Webb, have fitted two occasional tables to the rear compartment which, when folded away, provide foot-rests for the passengers. In addition two folding picnic tables are built into the rear of the division.

THE SPACIOUS AND ECONOMIC MORRIS COWLEY: The highlights of the new six-seater are economy of operation combined with generous passenger and luggage-space. It has a 1,200 cc. o.h.v. engine with a four-speed gear-box.

THE NEW HUMBER SUPER SNIPE, WHOSE INTERIOR HAS BEEN IMPROVED: The car is powered by the recently introduced "Blue Riband" 6-cylinder o.h.v. 4-litre engine. The interior has been improved in appearance and comfort.

A NEW STANDARD FAMILY SALOON: The Standard Ten is designed as a family car. It is a four-door, four-seater saloon with a spacious luggage-boot. The petrol consumption is 38 to 47 miles per gallon.

A LAST-MINUTE SURPRISE FROM AUSTIN'S: The new Austin A 90 Six Westminster, a new saloon which, although powered by a 6-cylinder engine, costs £53 less than the 4-cylinder A 70 Hereford which it replaces.

THE KIEFT—A NEW NAME IN BRITISH MOTORING: This new two-seater sports car is fitted with a Coventry Climax engine and fibreglass body.

THE NEW ASTON-MARTIN SPORTS SALOON: The 3-litre DB2-4, a luxury sports car which has been fitted with extra occasional seats in the rear.

THE SMART NEW LANCHESTER WITH AUTOMATIC TRANSMISSION: The Lanchester Sprite, an entirely new 1½-litre four-door saloon with seating for four or five. It has good acceleration, and a top speed of over 80 m.p.h. It is probably the cheapest car with built-in automatic transmission.

A HIGH-SPEED WOLSELEY TOURING CAR: The new Wolseley 6/90, a six-seater saloon which made its bow this year. It has a 6-cylinder 2½-litre twin carburettor engine with overhead valves operated by push-rods.

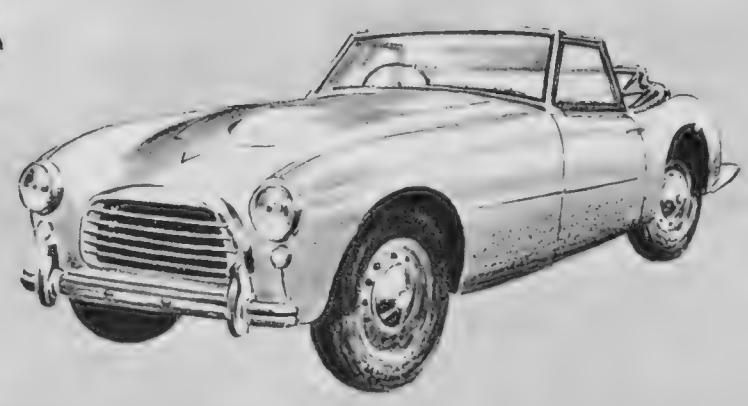
THE RILEY MODELS REMAIN VIRTUALLY UNCHANGED: Both the 1½-litre Saloon, seen above, and the Riley Pathfinder are unchanged for the present Motor Show except for minor modifications of the specifications.

THE JENSEN SALOON WITH A REINFORCED PLASTIC BODY: The 4-litre Jensen Model 541 Saloon, now being produced with a reinforced plastic body, is the first saloon car with a speed of 100 m.p.h., with this coachwork.

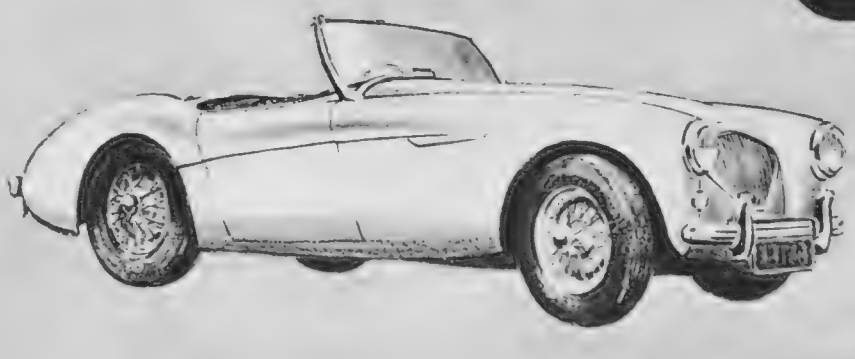
A SPORTS CAR THAT DOES NOT SACRIFICE LOOKS FOR SPEED: The Triumph T.R.2, which, in its standard touring trim and without overdrive, is capable of 100 m.p.h. It has a 2-litre engine and a four-speed gear-box.

PRODUCTION SPORTS MODELS

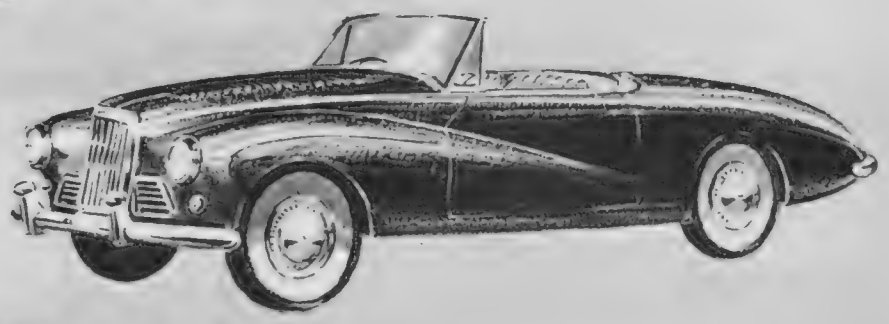
THE ALLARD PALM BEACH



THE SWALLOW DORETTI

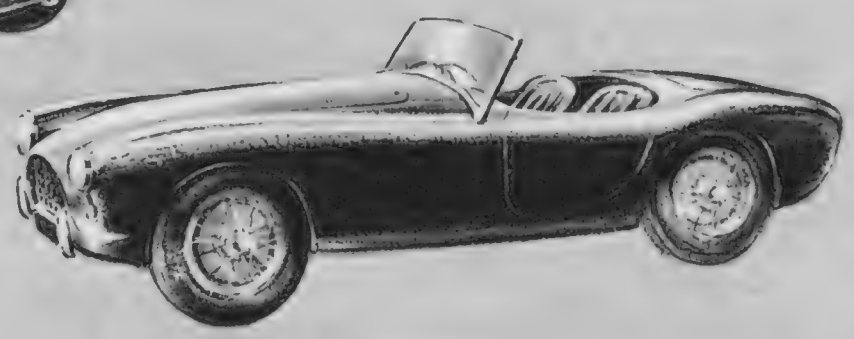


THE AUSTIN-HEALEY 100



THE SUNBEAM MK. III ALPINE

THE JAGUAR XK. 140



THE A.C. ACE

British production sports models have held a leading position in the world's markets for many years, and the cars on show at Earls Court are evidence of the manufacturers' determination not to relinquish their positions. From the Allard Motor Company comes the 6-cylinder Palm Beach, a three-seater fitted with a Ford Zodiac engine. This model can also be fitted with a 1½-litre 4-cylinder Consul engine. The Palm Beach has a fully enveloping touring body, with two doors and a bench-type front seat. The inclusive price is £1,021 2s. 6d. for the Consul engine and £1,063 12s. 6d. for the Zodiac.

Customers at home are now able to purchase what was hitherto an export only product, the Swallow Doretti. This car, produced by the Swallow Coachbuilding Company of Walsall, is based on the Triumph T.R.2, and might be described as a de luxe version of it. The cost of this sports model is £1,101 17s. 6d., including tax.

The Austin-Healey stand at Earls Court is a great attraction for the record breakers, and for those who aspire to be record breakers. The actual car which raced across the Salt Flats at 192.6 m.p.h. is on view, as is also the new Austin-Healey 100 "S" special competition model which has run for twenty-four hours at an average of 132.2 m.p.h. More within the range of most visitors, however, is the Austin-Healey 100, which is available at £1,063 12s. 6d., including tax.

The Rootes Group are this year showing an entirely new Sunbeam Mk. III range which is described as a logical development of the Sunbeam-Talbots. The 2¼-litre o.h.v. engine has a re-designed cylinder head with a higher compression ratio, and the top speed has now been increased to 95 m.p.h. The Sunbeam Alpine is, of course, the open two-seater sports model which was introduced into the range with a view to competition work, though it is also eminently suitable for general use.

A new range of sports cars is also exhibited by Jaguar. The XK 140 open two-seater, which is shown above, is even faster than its predecessor, the XK 120, and is roomier too. The rack and pinion steering, which has been incorporated, is derived directly from the manufacturers' wide and successful racing experience. Its inclusive price is £1,598 8s. 4d. Also available in XK 140 form are a drophead coupé and a two-three-seater fixed head coupé.

When A.C. Cars showed their new two-seater sports car, the Ace, at Earls Court last year, it aroused considerable interest and enthusiasm. This year's model is a modified design, with the body styling altered. The Ace's acceleration is such that it can achieve 50 m.p.h. in 7.5 seconds, and it has a maximum speed of over 100 m.p.h. It is also noteworthy that the car provides independent suspension on all four wheels. Inclusive price is £1,439 0s. 10d.

(*Continued from page 152*)

a series of hydraulically controlled friction clutches and brakes. It has no fluid coupling.

The Sprite has independent front suspension with coil springs, and the overall dimensions are: length 14 ft., width 5 ft. 5 ins.; height 5 ft. The wheelbase is 8 ft. 3 ins., track 4 ft. 3 ins. (front and rear), turning circle 36 ft., and ground clearance (unladen) 5½ ins.

The new Austin Westminster (A 90) looks very much like the new Cambridge, but it is a bigger car, with room for five or six people and a 6-cylinder o.h.v. engine of 2,639 cc.

It costs £791 12s. (£558 plus £233 12s. tax) in its basic form, while the de luxe model comes out at £834 2s. (£588 plus £246 2s.). It should be a lively car, offering a degree of comfort and performance which makes the prices quoted seem highly competitive.

The tank capacity is 12½ gallons and the hydraulically-assisted clutch is operated by a pendant pedal, as in the smaller Cambridge.

Final drive is by hypoid bevel gears in a pressed-steel "banjo"-type casing. The independent coil springs at the front are controlled by double-acting hydraulic shock absorbers.

Like the Cambridge and the even smaller Austin Seven, the Westminster dispenses with a separate chassis, being built on the unitary principle. There are individual, close-mounted front seats with independent adjustment, and a sliding roof is offered as an extra.

The new de luxe Hillman Minx has a "square," short-stroke o.h.v. 4-cylinder engine of 1,390 cc. in place of the 1,265 cc. side-valve engine which—re-named the "Econimaster"—Rootes are still using in the Husky, Minx Special Saloon and Hillman estate car.

Bore and stroke of the new engine are precisely the same at 76.2 mm. This compares with a bore of 65 mm. and a stroke of 95 in the older unit. The new o.h.v. engine develops 43 b.h.p. (as against 37½) and gives the de luxe Minx a top speed of 75 m.p.h.

The new Minx has the bolder, restyled radiator grille first seen when the Husky was announced in Paris. More lavish inside equipment includes foam rubber overlays for the seats, horn ring, dual wind-tone horns, two sun visors and washable head lining. The new Wolseley 6/90 is a luxury six-seater costing £1,205 5s. (£850 basic)—£255 more than the dearest Wolseley already in production (the 6/80). It is an outstanding example of the B.M.C. rationalisation to which I referred earlier in this Show review.

The 2.6-litre, 6-cylinder o.h.v. engine is basically the power unit used by the new Austin Westminster and the body styling is similar to that of the Riley Pathfinder. The new engine has twin carburettors. The 6/90 retains the traditional Wolseley radiator, with vertical grille. It has leather upholstery and polished mahogany fillets on the door ledges. Screen washers and heater are fitted as standard and there is ample parcel space on a shelf behind the rear seat squab and in a facia glove box. Electric clock, three ashtrays, cigarette lighter, twin fog-lamps, courtesy lights, wide central armrest between the individually adjustable front seats . . . all these things contribute to a real luxury specification.

Suspension is by torsion bars at the front and coil springs at the rear. The steering column carries the gear-change lever and headlamp beam dip switch. The all-steel body is mounted on a rigid box-frame chassis. Altogether, it sounds like a fine motor-car.

Vauxhall Motors, who are just embarking on a huge factory expansion scheme, have an attractive new model on view—the Cresta—which is really a de luxe version of the 2¼-litre 6-cylinder Velox. It costs £844 (basic price £595), which is £85 more than the Velox. It has leather upholstery, whitewall tyres, two-colour finish, heater, luggage boot light, chrome wheel-rim embellishers and coat hangers.

The Cresta shares with the Velox and the 4-cylinder, 1½-litre Wyvern a redesigned front end and a number of other improvements, inside and out. All models have a new facia panel, new steering wheel and column and improved seating.

Of the Big Six firms, the Ford and Standard ranges show the least change. The great Dagenham firm continues with the wide assortment of models produced for the last Show, ranging from the £390 Popular to the £960 Zephyr convertible.

The Standard Company's models range from the £481 Eight saloon to their diesel-engined Vanguard estate car (£1,152) and includes the £886 Triumph TR 2 sports two-seater.

Newcomers to the growing range of British estate cars—in addition to the notable new Hillman Husky, described in my last notes—are the Morris Oxford Traveller and a station wagon version of the Standard Ten.

The Traveller is based on the new 1,500 cc. Oxford and costs £822 15s. (£580 plus £242 15s. tax). The total price is £77 18s. more than the saloon model. The Traveller can be used as a full six-seater or with the rear seat folded down, when there is available a big, clear cargo platform with access through double rear doors attractively trimmed with timber strips.

The Standard Ten estate car, which costs £652 15s. (£460 plus £192 15s. tax) is a six-light four-seater with four passenger doors and double doors at the back.

From estate cars to plastics. . . . In addition to the new Singer Hunter, announced some time ago, there are a number of examples at the Show of the use of glass fibre. The Hunter has a plastic bonnet top and front wing fillets.

Jensen go much further with their 4-litre 541 saloon. When this new 100 m.p.h. model first appeared last year it had a steel body, but Jensen have now decided to put it into production with the entire body made of reinforced plastic. It looks very little different, but the makers claim the advantages of lightness, ease of repair and freedom from corrosion.

An all-plastic Kieft is also to be seen and there is evidence of the growing popularity of detachable "hard tops" made of glass fibre for sports cars.

The range of sports cars at the Show will astound many people, especially those who do not realise the industry's export achievements in this field.

If you are thinking of going to Earls Court make a point of seeing these cars:—

The new 4¼-litre Bentley Continental models (now available with automatic transmission) with saloon and convertible coachwork by Park Ward. . . .

Mr. William Lyons' new XK 140 range (open two-seater, drophead coupé and two/three-seater "hard top"). Formerly known as XK 120 models, they now have more powerful 3½-litre engines. . . .

The new 170 m.p.h. Jaguar "D"-type competition model, which first appeared at Le Mans this year. It is probably the fastest production car ever offered to the public and costs £2,685 14s. (including tax). . . .

Mr. David Brown's new 100 m.p.h. four-door Lagonda saloon with Tickford coachwork (£2,400 plus £1,001 tax) and his 3-litre Aston-Martin DB 2-4 competition car, a high-performance production model of the famous Aston-Martin racer (total price £2,728). . .

The hard-top models of the 2½-litre Daimler Roadster and the 2-litre A.C. Ace. . . .

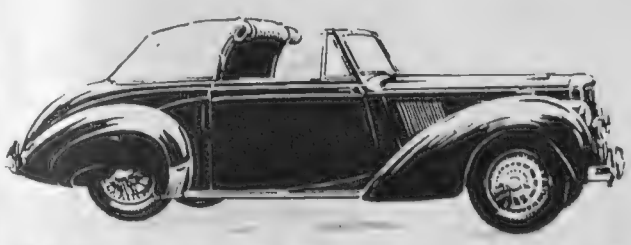
And finally the new Austin-Healey "100 S" competition model, based on the car which recently set up numerous speed records in Utah.

THE 1954 MOTOR SHOW

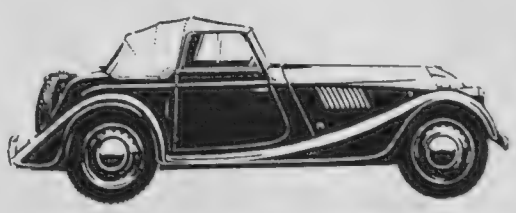
THE DROPHEAD VERSION OF THE NEW BRISTOL 405: This drophead coupé, with its body made by E. D. Abbott, of Farnham, has almost exactly the same specifications and is the same price as the new Bristol 405 Saloon. It has the 2-litre 100-B engine now in the Bristol 404 coupé.

On left—

THE 1955 LAGONDA DROPHEAD COUPÉ: There are two new features in the design of this 3-litre model, whose coachwork is by Tickford. Like all the new Lagonda models, it incorporates servo-assisted hydraulic braking; in addition there is anti-roll, four-wheel independent suspension.



THE ALVIS T.C. 21/100 COUPÉ: The hood, which is operated from the inside of this 3-litre car, can be folded back as a coupé-de-ville, as seen above, or flat as an open tourer.



A MORGAN CAR WITH A STANDARD VANGUARD ENGINE: A feature of the Morgan drophead coupé is its excellent protection against bad weather.

THE FORD ZEPHYR DROPHEAD: Both the Ford Zephyr and Zodiac have been fitted with a clutch pedal assist spring, giving lighter clutch operation.

The Army's New Rifle Drill

Demonstration Squads at the School of Infantry Show the New Drill Required by the British Army's Adoption of the F.N. Rifle

The introduction of the new Belgian F.N. rifle into the British Army means alterations in military drill. But from the demonstrations given at the School of Infantry at Warminster last week, there is no reason to suppose the new drill will be any less effective than the old. The most radical change is that "Slope hype!" will no longer be heard on parade-grounds. The new order "Shoulder arms"—which is illustrated among other new positions on these pages—requires the rifle to be held by the pistol-grip into the right side. The first demonstration of the F.N. was given before the C.I.G.S., Field-Marshal Sir John Harding, by the 1st Battalion, The Wiltshire Regiment, the demonstration battalion at the school. On following days the Wiltshires were assisted in their drill displays by recruits from the Guards Depot, Caterham, and by the Worcestershire Regiment.

DEMONSTRATING THE BRITISH ARMY'S NEW RIFLE: Infantry commanders from British units throughout the world attended the School of Infantry at Warminster last week to see demonstrations of the Belgian F.N. rifle, recently adopted by the British Army for all purposes. *On left*—The rifle is held by its handle in the carry position. *Above*—Guards recruits march with the rifle "at the shoulder." This replaces the "slope."

THE NEW AND OLD POSITION FOR THE SALUTE AND FOR SHOULDER ARMS: *On left*—The Guardsman gives the new salute with the left hand against the rifle held in to the right side. The Worcestershire Regiment private stands by him showing the old right-hand-to-the-butt salute with a Lee-Enfield rifle. *On right*—The Guardsman is at the new "shoulder" position, with the Worcestershire private at the "slope."

"PORT" AND "EXAMINE ARMS": *On left*—The new-style drill for porting arms. The rifle is no longer held in to the chest but is held forward and a pace taken to the front. *Above*—Sergeant Hooper, Coldstream Guards, carries out the "examine."

THE WORLD'S MOST POWERFUL RADIO TRANSMITTER

The American Navy can Keep in Immediate Contact with Any of its Craft from its 1,200,000-watt Installation near Seattle

THE most powerful radio transmitting station in the world operates in Jim Creek Valley, fifty miles from Seattle, near the west coast of the United States of America. The station has been built by the American Navy, so that it can keep in touch with its ships all over the world. It has a 1,200,000-watt installation, which is twice as powerful as any United States military transmitter and twenty-two times as powerful as any commercial broadcasting station in America.

The transmitter, which has been nicknamed "Big Jim," has very high power but a very low frequency transmission. Its messages are carried by long waves instead of by the short "sky waves," whose failing is that they bounce against the ionosphere thirty-five miles above the earth. The long waves can pierce any storm barrier and are immune to atmospheric disturbances. Its operation requires as much electric power as is needed for a city of 25,000 inhabitants, and by this means it can send an immediate signal to a United States naval ship in any part of the world.

THE MOST POWERFUL TRANSMITTING STATION IN THE WORLD: This is the claim made for the U.S. Navy's transmitter in Jim Creek Valley, lying below 3,000-ft. mountains some fifty miles from Seattle. The station has a 1,200,000-watt installation, by which the U.S. naval authorities keep in touch with their ships in any of the seven oceans. This is considerably more than the strength used by other nations for contacting their Navies all over the world.

The construction of the station was a major feat of engineering, and in its completed state it embodies many of the latest radio devices to combat interference from the weather and from the atmosphere. Two 3,000-ft. mountains overtop the Jim Creek Valley. As a first step they were bulldozed and cleared of their timber. Then the engineers diverted the valley creek so that the white stone transmitter station and the emergency Diesel-electric plant could be built there.

On the ridges of the two mountains twelve steel-framed antennæ towers were put up—six on each ridge. From these over thirty miles of cable cross and recross the valley span of one-and-a-half miles. From the central point of each span vertical down-leads drop 900 ft. to the feeder lines for the transmitter building. This lies in the centre of the whole installation. The feeder lines are carried up to the antennæ by curiously-shaped, futuristic towers of steel frames and concrete. A web of copper wire leads in to each side of the building. It has no windows and is sheath-lined with copper to contain its electro-magnetic rays.

THE LATEST DEVICES ENABLE THE STATION TO MAINTAIN CONTACT WITH SHIPS DAY AND NIGHT: *On left* are three of the ten "pull-off" towers. These twentieth-century one-eyed Cyclops contain weighted apparatus which keeps the aerials in position. *On right* is the line of futurist structures which hold the transmitting aerials.

Neither ice, nor snow, nor tempest, nor weather of any extreme can damage the installation, because the wires are "anchored" by guy wires from counterweights in concrete towers. Power for the station is supplied through twenty-five miles of cable along the valley from the Bonneville Dam, on the Columbia River above Portland.

When the installation was opened at the end of last year it gave a demonstration of its powers. In quick succession it contacted an aircraft-carrier, a destroyer and a submarine in the Western Pacific; a submarine in the north-west Atlantic; a cruiser in the south-west Atlantic; and an aircraft-carrier in the Mediterranean. According to Rear-Admiral W. B. Ammon, Director of U.S. Naval Communications, "Big Jim" can reach submarines "moderately" deeper in water than has been possible before. He knew of no aeroplane which could carry equipment capable of intercepting the messages and he thought it would be extremely difficult to jam them from any source. He estimated that a jamming station able to do this would have to have similar power and be in a highly strategic location. Another United States senior officer said that words tapped out from Jim Creek Valley "will circle the globe, will crack through magnetic storm barriers and will carry beneath the surface of the sea." Thus the United States Navy can keep in touch with all its surface ships, aircraft and submarines.

In its power Jim Creek Valley is undoubtedly the most powerful naval radio station in the world. Until it began operations, the U.S. Navy zoned its communications with its ships; for instance, from stations on the east and west coasts of America and from Pearl Harbour, in the South Pacific. However, for several years the Navies of many other nations, notably the British Admiralty, have kept in immediate contact with their ships by employing less power. What "Big Jim" may be taken to signify is America's realisation of the increasing importance of the role of her Navy in all the seven seas. It is not always remembered that the first serious, and still standard, studies of the relationship between naval power and politics were made by an American, Admiral Mahan. The powerful Jim Creek Valley transmitter shows that his successors among his fellow-countrymen realise the importance of the lessons of his works.

On left—

THE CABLE WHICH CARRIES THE WORLD'S HIGHEST RADIO POWER: Two mountains were bulldozed and cleared of timber to construct the Jim Creek Valley transmitting station. In this picture workmen are seen burying the power transmission cable in trenches along the twelve-mile approach to the station.

FRENCH DESIGN GALLOPS TO VICTORY IN THE CESAREWITCH: Mr. S. C. Banks' horse is seen on the extreme right of this picture. Earlswood, who ran second, can be seen on the left by the rails, and Mixed Vermouth, who was third, is the lone horse in the centre of the picture. This was the fourth time that French Design had tried for the Cesarewitch: in the three earlier attempts, the horse had come sixth, second and last year was far behind. There was no indication that French Design was going to better any of his previous efforts in this race when the Bushes were reached, but from this point he steadily increased speed and overtook Earlswood, who was in the lead, about 100 yards from the post, to win by three-quarters of a length.

On left—
THE VICTORIOUS TRIO AFTER THE RACE AT NEWMARKET: Mr. S. C. Banks is leading in his horse French Design, with jockey D. Smith in the saddle.

THE HOME NEWS IN PICTURES

A PICTORIAL SURVEY OF RECENT EVENTS IN ENGLAND AND SCOTLAND

THE SHIP "MONARCH," WHICH HAS LAID A TELEPHONE CABLE BETWEEN ABERDEEN AND NORWAY: The *Monarch*, of 8,500 tons, is seen after it had completed laying the 300 nautical mile-long cable. This new link with the Continent provides thirty-six channels on a direct route via Holland and Denmark, and it is expected that the new service will be opened within two months. This project has cost about £1,000,000 to complete and has taken several years of preparatory work.

ADDITIONAL PLANT IS UNDER CONSTRUCTION AT STANLOW OIL REFINERY IN CHESHIRE: This column, 200 ft. high and believed to be the tallest of its kind in the world, is seen being hoisted into the vertical position over the foundations prepared for it at the Shell refinery. The column forms part of a new plant now nearing completion at Stanlow, which will produce iso-pentane, an important constituent of aviation fuel. At the moment, this material has to be imported for blending into finished fuel for the United Kingdom. The new plant is expected to have cost almost £500,000.

WEST INDIAN IMMIGRANTS ARRIVE AT PADDINGTON: These are some of more than 300 West Indians who arrived in this country recently to make their homes here. These immigrants are now arriving in this country in ever-increasing numbers, and it is estimated that there are about 50,000 West Indians and West Africans living in England to-day. On their arrival the immigrants often present temporary welfare problems regarding housing and employment. However, these usually are soon solved.

THE SEVEN OAKS OF SEVENOAKS ARE TO BE CHOPPED DOWN: The titular trees of the Kent town, seen in this picture, are to be felled by order of the Council. At a recent meeting, only one councillor opposed the proposal that a tender for £150 should be accepted for the felling of the seven trees. Objections have been raised, but it has been pointed out that these trees cannot be the original ones as the name Sevenoaks is older than the trees.

LEARNING HOW TO FISH IN SCOTLAND: These would-be fishermen and fisherwomen are attending a course run by the Central Council of Physical Recreation on Loch Maree, in Rossshire. Beginners are seen as they practise casting from the piers, while the more advanced students prepare to go out for a day's fishing. One of the instructors on this course is Captain T. Edwards, British Fly Casting Champion.

On left—
OFFICIAL APPROVAL IS GIVEN TO A NATIONAL PARK IN YORKSHIRE: This is a view of the country within the Yorkshire Dales National Park, taken above the village of Langcliffe looking across upper Ribblesdale to Ingleborough. The approval for this park was given in a letter from the Minister of Housing and Local Government to the National Parks Commission. In this letter, the Minister also replied to some of the many objections against the Park which had been raised by farmers in the area. The farmers had said that the increasing number of tourists in the vicinity would cause damage to valuable agricultural land. The Government's reply was that a campaign is being conducted for better manners from visitors to the countryside.

CURLING STONES EARN DOLLARS FOR BRITAIN: *Above*—Finished curling stones manufactured by the Keanie Curling Stone Company, of Bellshill, in Lanarkshire, are seen being packed ready for shipment to Canada. *Below*—A workman puts the final touches to a stone. During recent years, the curling-stone industry has been enjoying a boom caused mainly by curling rivalling ice hockey as the national sport of Canada. As there are only two curling-stone factories in the world, both of them in Scotland, the manufacturers find that they can sell as many stones as they can make. The stones, which sell at £22 a pair, are made from Scottish granite, and an extensive survey in the United States of America and Canada has failed to reveal a better source. Much skilled work goes into the production of curling stones: first, they have to be matched for texture and colour and then have to be cupped, polished and the striking edges roughened. The finished stone must weigh within 4 ozs. of 40 lb. The industry is at present earning 120,000 dollars a year, which is almost a record for its size.

THE BACKS OF OLD BUILDINGS IN ROTHERHITHE STREET IN LONDON, WHICH ARE ON LAND TO BE PURCHASED BY THE L.C.C.: These houses, which overlook the Thames, are built on 15 acres of land which is to be purchased by the London County Council for development. The Ministry of Housing has recently given approval to the Council's plans. Once occupied by barge-masters and East India men, the houses are now owned mainly by artists and writers.

BELL, BOOK AND CANDLE

JOHN VAN DRUTEN'S NEW PLAY AT THE PHŒNIX THEATRE; RAFAEL KUBELIK FOR COVENT GARDEN; INGRID BERGMAN AS JOAN OF ARC

WITCH VERSUS DEMONOLOGIST: Lilli Palmer as chief witch addresses Wilfrid Lawson as the bibulous author in John van Druten's comedy, *Bell, Book and Candle*, at the Phœnix Theatre. On the left are David Evans and Athene Seyler, two other members of the van Druten coven.

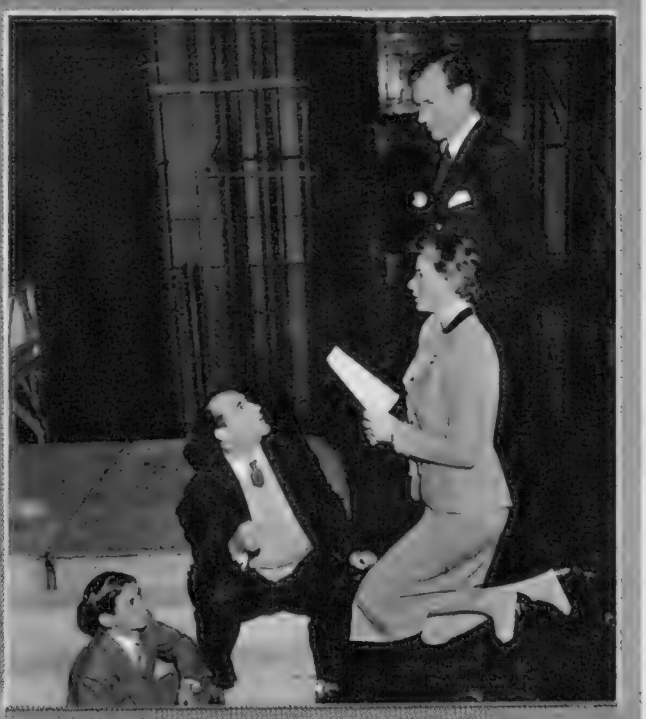
"TEARS! REAL TEARS": Lilli Palmer's tears for Rex Harrison turn her into a human. On the right is Athene Seyler.

THE BEWITCHED PUBLISHER: Rex Harrison falls easily to the witchly wiles of Lilli Palmer.

"DOUBLE, DOUBLE TOIL AND TROUBLE": Three John van Druten witches and a witch-hunter—David Evans, Athene Seyler, Lilli Palmer and Wilfrid Lawson.

Mr. John van Druten's study in demonology was an outstanding success on Broadway two years ago, and looks set to repeat its long run here. The play itself has been unfavourably compared with Noël Coward's *Blithe Spirit* but, for its craftsmanship and as a vehicle for the performances of its leading players, it evoked high praise. Lilli Palmer as a very modern witch, who mixes her spells in an ash-tray, has little difficulty in bewitching Rex Harrison (her husband in real life) with the aid of her Familiar, a Siamese cat. But even charms are not proof against Mr. Harrison's casual charm; and Miss Palmer is driven to the tears which turn her into a human being. The neatly-made comedy is brilliantly embellished with the performances of Lilli Palmer, Rex Harrison, Athene Seyler as a fubsy witch aunt, and Wilfrid Lawson as a richly bibulous author.

A NEW PERMANENT MUSICAL DIRECTOR FOR COVENT GARDEN: Rafael Kubelik rehearsing the Philharmonia Orchestra before the recent International Music Festival at Lucerne. In April 1955 he will appear as guest conductor at Covent Garden, and, on the following October 1, will take up his duties as musical director. Czech-born forty-year-old Rafael Kubelik, the son of Jan Kubelik, was musical director of the Brno Opera from 1939 to 1941, in which year he conducted there the first performance of his opera, *Veronica*—it remained in the Brno repertory until 1947, when Kubelik left Czechoslovakia. At the time when he left his country, he was musical director of the Czech Philharmonic Orchestra. Since the war, he has made several tours outside Czechoslovakia. He has done much work in America and has conducted the Dutch Concertgebouw Orchestra. In 1948 and 1949 he was at the Edinburgh Festival. He is already well known in this country and recently conducted Janacek's *Katya Kabanova* at Sadler's Wells. He will become Covent Garden's first permanent musical director since Dr. Karl Rankl left in 1951.



INGRID BERGMAN REHEARSES JOAN OF ARC ON THE STAGE OF THE STOLL THEATRE: Directing is her husband, Roberto Rossellini; on left is Rossellini's thirteen-year-old son, Renzo, and behind is Valentine Dyall, who plays Dominic. Honegger's *Joan of Arc* had its first night last Wednesday. This is the production which has already been acclaimed at La Scala, Milan, at Naples and at the Paris Opera. The part of Joan is entirely recitative; in Italy, Miss Bergman spoke it in Italian; in Paris, she learnt it in French, and here she has memorised it again in English. Next, she will do it in Spanish and, in February, in her native Swedish. The opera was first produced in Basle in 1938, and it is interesting to remember that Paul Claudel, who wrote the script, has been French Ambassador in Tokyo (1921); Washington (1927) and Brussels (1933).

HANOI GREETS THE NEW ORDER

Scenes in and Around the Red River Delta Capital of Northern Viet Nam as the Viet-minh Forces Took Over

The last days of French rule in Hanoi were sad ones, and the city had a desolate, deserted air about it. By the time the French Union forces had left Hanoi, citizens and soldiery alike had become indifferent to the fate of a stronghold for which many lives were once given in the fighting in the north of Indo-China. Hanoi, and the rich rice-growing Red River Delta, came under the rule of Ho Chi-minh's Viet-minh Communist army under the terms of the Geneva agreement signed in July, and for the past few months those civilians who wished were evacuated, through the port of Haiphong, to areas in the south of Viet Nam. Those citizens who remained behind to greet the new order were reported to have given the Viet-minh troops an enthusiastic welcome. On the surface it certainly appeared that they preferred the new regime, but Ho Chi-minh himself was the first to sound a note of warning when he said that ahead there lay a hard road to rehabilitation.

The Viet-minh have become more easily acceptable because of the growing dissension and confusion in Viet Nam politics. There is antagonism at Saigon between the Army leaders and the Prime Minister, and there is even dissension among the Government and disagreement between the Emperor, still living on the French Riviera, and his Prime Minister. Observers feel that there is little to stand in the way of complete success for the Viet-minh throughout Viet Nam. This view was forcibly put forward in a report to the Senate Foreign Relations Committee in Washington by Senator Mansfield—perhaps the gravest official report on the situation in Indo-China yet published.

THE TRIUMPHANT VIET-MINH ENTER THE PRIZED CITY OF NORTHERN VIET NAM : Lorry-loads of soldiers of the Viet-minh 308 Division are seen passing through the streets of Hanoi, which are lined by cheering crowds. All reports indicate that the occupation of Hanoi by the pro-Communist forces was well received by those who had remained behind.

A HISTORIC MOMENT—THE VIET-MINH WALK INTO HANOI : The Viet-minh soldiers, who were guided on their way by French gendarmes, are seen crossing the Doumer Bridge into the city. Thus, in accordance with the agreement signed at Geneva, the Red River Delta capital in Indo-China fell into Communist hands.

CURFEW FALLS ON THE CITY : Shops and places of entertainment were shut, and a curfew imposed, as the French troops left Hanoi. When the Viet-minh entered, they were greeted with cheers and pro-Viet-minh demonstrations.

WELCOME TO HO CHI-MINH : Under a hastily-erected ceremonial arch of welcome stands a little boy with a big banner. He was leading his school's welcome to the triumphant Viet-minh troops on their way to Hanoi. There the Communist leader, Ho Chi-minh, appealed to the citizens for their support. He himself made no ceremonial entry into the city.

THE LAST FRENCH OFFICERS LEAVE THE CITY : Colonel Lefèvre Dargençay, centre, leading the last Frenchmen out of Hanoi before the Viet-minh took over. The colonel had been responsible for the defence of the citadel in 1945.

A ROYAL WELCOME FOR ETHIOPIA'S EMPEROR

Scenes at Portsmouth and in London as Haile Selassie Arrived in England for the Start of his Three-day State Visit ; the Royal Family Greet the Emperor and his Son, the Duke of Harar

THE DISEMBARKATION AT PORTSMOUTH AND THE ARRIVAL AT VICTORIA STATION: *Left*—Accompanied by the Duke of Gloucester, who had gone on board the cruiser *Gambi* to meet him, Emperor Haile Selassie of Ethiopia inspects the guard of honour at Portsmouth. The Emperor had travelled in H.M.S. *Gambia* from Malta. *Right*—Th scene at Victoria as Haile Selassie bowed to the Queen after alighting from the train. The Duke of Edinburgh and other members of the Royal Family are waiting thei turn in the greeting ceremony, while the Emperor's son, the Duke of Harar, prepares to leave the train. On the right are Lord Alanbrooke (Lord Lieutenant for th County of London); Sir Winston Churchill; Mr. Anthony Eden; Sir David Maxwell Fyfe; Mr. D. L. Busk (British Ambassador at Addis Ababa), and Sir Noel Bowater.

THE STATE DRIVE THROUGH THE CROWDED AND GAILY-DECORATED STREETS TO BUCKINGHAM PALACE: The first carriage conveying the Emperor, Queen Elizabeth and the Duke of Edinburgh, and escorted by a Sovereign's Escort of the Household Cavalry, with Standard, seen on the last stage of the journey from Victoria Station just before entering the gates of the Palace. In another carriage rides the Duke of Harar. The flags along the Mall are those of the two countries, Great Britain and Ethiopia.

THE EMPEROR ACKNOWLEDGES THE CHEERS OF LONDON'S CITIZENS AS HE DRIVES IN COMPANY WITH QUEEN ELIZABETH TO THE PALACE: Haile Selassie is in full-dress uniform, with a cocked hat decorated with lions' tails. In the evening of the same day the Queen gave a State Banquet at Buckingham Palace, attended by more than 150 people. Just prior to this she had conferred the Order of the Garter upon the Emperor, and the Insignia of a Knight Grand Cross of the Royal Victorian Order upon his son. Her Majesty was then presented with the Chain of the Order of the Seal of Solomon and the Duke with the Chain of the Order of the Queen of Sheba.

IN THE QUADRANGLE OF THE PALACE, AND THE VISIT TO WESTMINSTER ABBEY: *Left*—The Queen and the Duke of Edinburgh stand with their guests after alighting from their carriages at the end of the drive from Victoria Station. *Right*—Watched by the Dean, the Emperor lays a wreath on the tomb of the Unknown Warrior in the Abbey. The Royal visitors also called on the Queen Mother at Clarence House, and later received addresses of welcome from the L.C.C. and the City of Westminster.

A NEW COLLEGE FOR WOMEN

NEW HALL, CAMBRIDGE, WHICH IS NOW IN ITS FIRST TERM

MISS A. R. MURRAY, THE TUTOR OF CAMBRIDGE'S NEWEST WOMEN'S COLLEGE: She is seen at her desk in New Hall, the college which opened this term at Cambridge, bringing the total of women's colleges there to three.

THE NEW COLLEGE AT CAMBRIDGE: This building, which is to house New Hall for some years to come, used to be known as "The Hermitage," and was formerly a guest-house. Eventually it is hoped to expand the college, when it will move from this building into what will be a permanent headquarters in the Huntingdon Road.

IN THE TUTOR'S SITTING-ROOM: Miss Murray is seen (left) with Miss Hammond, who is her assistant. Miss Hammond is a graduate of Girton and was a lecturer in English at Queen Mary College, London.

On right—

PIONEER UNDERGRADUATES AT NEW HALL: These three girls were among the sixteen who started at the college this term.

UNDERGRADUATES CHAT IN THEIR ROOM: Angela Holder, on the left, is reading English, and her companion, Eve Collyer, is reading Zoology. All first-year students live in the Hall, but next year they will live out.

THE COLLEGE MEETS FOR DINNER: The undergraduates, with their tutor and her assistant, are seen in the dining-room. When the next college year begins, these students will live out and another sixteen will move in. In three years there will be a total of 48.

During recent years an ever-increasing number of young women considered eminently suitable for university education have had to be turned away from Cambridge, which had only two colleges, Girton and Newnham, because there were no places for them. These two colleges could only take a total of 700 women students, compared with the 1,000 which can be accommodated in the five women's colleges at Oxford. Now, about eighty years after Girton and Newnham were founded, another college has opened, which will eventually take another 100 students. New Hall college will only go part of the way to filling the need for more women's colleges, as, in 1952, there were more than 1,000 applications for the 200 places available at the two colleges already in existence.

New Hall is an autonomous, self-supporting body, incorporated under the Companies Act and approved by the University as a recognised institution for women. Its members are entitled to matriculate and proceed to degrees under the name of New Hall. The new college owes its existence to the support of members of the University colleges, local firms and schools and educational bodies throughout the country. Some time next year, however, a public appeal is to be launched to cover the cost of further expansion and to provide funds for scholarship and research awards.

The sixteen undergraduates who started at the college this term will live in the college building, but next year they will live out, and sixteen new students will take their place. In three years there will be a total of 48 students at the college, one third of which will be resident, the rest living out. When, some years hence, the college has reached its planned maximum of 100 students, it will be granted full college status, and will move into more spacious quarters.

Students seeking admission to New Hall do not take specialised examination papers as those set at Girton and Newnham. Instead, the would-be entrants take a single paper designed "to test logical thought and power of expression." They are selected on the results of this test, together with their school record and a final interview. The examination for next year's students took place only recently, and 400 applications were received for the sixteen places available—which amply justifies the opening of another women's college at Cambridge

A MINISTRY GRANT FOR DENHAM PLACE

Financial Help Towards Structural Repairs at Lord Vansittart's Buckinghamshire Home

STRUCTURAL REPAIRS AT DENHAM PLACE, THE BUCKINGHAMSHIRE HOME OF LORD VANSITTART: Scaffolding in position on one of the wings of the late seventeenth-century house, which is situated 2½ miles north-west of Uxbridge. The Ministry of Works grant towards urgently-needed structural repairs has been made under the terms of the Historic Buildings and Ancient Monuments Act of 1953.

One of the many historic buildings to benefit under the terms of the Historic Buildings and Ancient Monuments Act of 1953, is Lord Vansittart's home, Denham Place, in Buckinghamshire. The Ministry of Works have made a grant towards the cost of structural repairs at Denham, particularly to the roof, and the work is already under way.

Denham Place is an example of the robust domestic architecture of the late seventeenth century. It was built by Sir Roger Hill, a prominent man in his day, and the house remained in the possession of his descendants, the Way family, until 1921. The principal rooms contain notable examples of elaborate plaster ceilings and friezes rare in this country and attributed to Dutch craftsmen brought to Denham from Holland by Sir Roger. The drawing-room has a very fine ceiling, while another room has an oval-panelled moulded ceiling, dated 1693, in the centre of which is a cupid in relief. The surrounding deep cove in plaster modelling bears remarkable polychrome paintings of fantastic landscapes. There is also some fine panelling, especially in the seventeenth-century chapel, where the bench-ends are highly decorated in the medieval manner. The library has good oak carving and the ante-library is panelled with enriched wainscoting in oak contemporary with the house. Tapestries are also much in evidence at Denham Place.

THE FINE CEILING IN THE DRAWING-ROOM AT DENHAM PLACE: In relief in the centre are all kinds of musical instruments, while in the corners of the centre panel there are extremely lifelike reproductions of various game birds, including pheasant, partridge, plover and woodcock. Other reliefs consist of floral sprays. The unique moulding of the cornice, by a Dutch artist, shows scenes of outdoor sport.

A CORNER OF THE DRAWING-ROOM LOOKING TOWARDS THE MANTELPIECE: The portrait in the frame of mirror and gilt moulding is of Lady Page, wife of Sir Gregory Page. When staying at Denham Place she stabbed a servant to death when he allegedly attacked her. Lady Page's daughter, Sophia, married Lewis Way (1698-1771).

THE MAIN ENTRANCE TO DENHAM PLACE: Repair work above the doorway has been carried out by Lord Vansittart. The house was built of red brick in an H plan. A visitor to Denham was Dr. Johnson.

TAPESTRIES IN PROMINENT POSITIONS: *Left*—The magnificent Flemish tapestries of the tapestry or billiard-room, which have hung in the house since it was built, depict part of the story of Jason and the Golden Fleece. The cornice-piece represents a Dutch artist's idea of English village scenes. *Right*—This view of the main staircase shows a Flemish tapestry portraying the flight of the Queen of the Amazons. The "Chinese" room at Denham is lined with Chinese-patterned wallpaper of about 1780. When repairs are complete, the house will be opened to the public one day a week during summer months; this will come into operation next May.

THE SOUTHERNMOST CITY IN THE WORLD HAS MANY MODERN AMENITIES : A view of the waterfront of Ushuaia, capital of the Argentine territory of Tierra del Fuego, the island at the southern tip of South America. The buildings along the strand include a cinema, which has nightly performances of American or Spanish-language pictures, and several cafés and bars. But the mountains behind indicate the real nature of the island, the shores of which are strewn with the hulks of ships wrecked during violent tempests. Because of these climatic conditions settlers are not attracted in numbers. Tierra del Fuego is divided between the Argentine and Chile.

THE SOUTHERNMOST CITY IN THE WORLD

Ushuaia is the Capital of Argentinian Tierra Del Fuego, at the Southern Tip of South America

Tierra del Fuego, the island at the southern extremity of South America, lies just above Cape Horn and is usually regarded as containing the southernmost city in the world. This is Ushuaia, the capital of the Argentinian part of the territory. The remaining part of Tierra del Fuego belongs to Chile.

Ushuaia makes every effort to be a modern city. Along its waterfront are cafés, bars, cabarets and a cinema. There is a twice-weekly air service from the Argentinian mainland. But neither these nor the further inducements offered, such as no duties on imports, seem to attract settlers.

The reason for this is that Tierra del Fuego is still largely a bleak territory, appealing only to pioneers and adventurous spirits. The " Land of Fire," which is the literal translation of its name, was discovered by Magellan in the sixteenth century in his famous first voyage round the world. He called it so because he saw many fires of Indian encampments along the shores. However, it was not until 300 years later that the island began to be properly charted. In 1826 H.M.S. *Beagle*, under Captain Fitzroy, sailed through the south-western channel. Aboard was the young Charles Darwin, making the observations which were to start him along the road to immortal fame. One of the highest peaks on the island is named after the great scientist, and the south-western channel is called " Beagle Channel."

The original inhabitants were Indians, divided into three tribes—the Onas, the Alakalufs and the Yaghans. The first two are now extinct and there are only a few of the Yaghans surviving. The Indians in past centuries preyed on the ships which were wrecked off the rocky shores of their coasts in the frequent tempests which rage round Cape Horn.

The first white colonists were English and Welsh and the descendants of some of them are still living on the island. But the British found that the mainland of South America on the other side of the Straits of Magellan were more attractive. Here in Patágonia they have sheep farms and cattle ranches, with manor houses in the English country style and colourful flower gardens. To-day the majority of the white Fuegans are of Italian origin. They have their own colony in Ushuaia and work either in industry or in farming.

The natural conditions vary in this sub-Antarctic climate. The winters are generally more comfortable than the spring or summer, when gales howl round the coasts and up into the snow-clad mountains. The names of many of the features in the island bear witness to the struggle for existence of those who have settled there : Desolation Bay, Shipwreck Point, Port Famine and Useless Bay. Despite the up-to-date amenities of Ushuaia and the efforts of the Argentine authorities to attract a larger population, it seems unlikely that the southernmost city of the world will expand rapidly in size.

INLAND TIERRA DEL FUEGO IS A WILDERNESS OF MOUNTAINS : In the centre of the island, on the shores of this lake—Lake Kami—the Ona Indians once lived, but they have been extinct for many years. The peaks rise to a height of 7,000 ft. above sea-level. The island was discovered by Magellan in 1520, but it was not until 300 years later that it was explored properly. In 1826 Darwin, in H.M.S. *Beagle*, charted the coast.

SETTLERS OF ENGLISH DESCENT : This family, who make their living by raising livestock, descend from English pioneers to Tierra del Fuego. Other early settlers were Welsh. Most Fuegans to-day are Italians.

ONE OF THE OLDEST AND LAST OF THE INDIANS : Her name is Kareesh. She does not know her age. She is believed to have been among the earliest converts of the first English missionary to evangelise Tierra del Fuego. She comes from the Yaghan Indians, the tribe which helped the first white settlers establish themselves on the island.

Chataway Triumphs

The British Runner's Record-breaking Victory was the Outstanding Performance of the Athletics Match Between London and Moscow Under the White City Floodlights

Rarely does an athletics race so capture the imagination of the public as did that between London's Chris Chataway and Moscow's Vladimir Kuts at the White City last week. The setting, of course, was perfect. When Chataway came to Berne for the European Championships last August he was joint holder of the 3 miles record with F. Green, and had had the satisfaction of beating Green at Vancouver. Chataway was therefore all set to beat the great Zatopek over 5,000 metres. To the astonishment of the crowd a Russian, Kuts, set off at a tremendous pace to take the lead, and though Chataway did indeed beat Zatopek, Kuts proved unbeatable and won with ease in a world record time.

At the White City, Kuts, as expected, set his own very fast pace, but this time Chataway stuck closely to him. At the end of the first mile Kuts made a tremendous effort to shake off the Englishman, and a series of sharp sprints was enough to discourage all but Chataway. The Russian went on at a relentless, excruciating speed, and Chataway pounded on in his footsteps. At the bell Kuts drew away again in a sprint, and again Chataway raced back to his heels. As they came into the final straight Chataway came level, and amid the shouts of a delirious crowd of over 40,000, drew away in the last 20 yards, so that at the tape the red head of the former Oxford runner stood out under the floodlights as the winner by a bare yard. The winning time of 13 mins. 51.6 secs. was five seconds better than Kuts's time at Berne, but the Russian had the consolation of establishing a new world record at the three-mile mark.

Though the match between London and Moscow belonged to Chataway and Kuts, the rest of the programme was not without interest and excitement, despite the fact that the Russians won both the men's and women's matches with some ease. An outstanding performance was the world record over the 440 yards hurdles by Y. Lituyev, while the most encouraging features for British athletics were the wins of Norris in the 10,000 metres, Disley in the 3,000 metres steeplechase, and Elliott in the pole vault, where his 14 ft. set up a new English native record.

CHATAWAY BEATS THE WORLD RECORD AND ITS HOLDER : The agonising finish of the 5,000 metres race, which C. J. Chataway won in the new world record time of 13 mins. 51.6 secs., 2 ft. ahead of the Russian, V. Kuts. Chataway won with a magnificent finishing burst over the last 20 yards. Thus he had his revenge on Kuts, who had beaten him, and set up a new world record, at the European Games in Berne in August. The race took place during the match at the White City, London, between London and Moscow. The Russian team won by 102 points to 56.

n right—

NE OF LONDON'S OUTSTANDING WINNERS : K. L. Norris breasting the tape at the end of the 10,000 metres race, 40 yards in front of his London team mate, F. D. Sando, with the Russian A. Anufryev a further 40 yards behind him. Norris, who was running despite the handicap of a blistered heel, won the race in 29 mins. 35.4 secs., the fastest time ever to be accomplished in England.

INCHES SEPARATED THE COMPETITORS IN THE 100 METRES : A last ounce of effort is seen being put into the finish of the 100 metres event at the White City. The winner was Y. Konovalov, of Moscow (No. 4); second was the Londoner, G. S. Ellis (No. 1); and third V. Ryabov, of Moscow (No. 3). All three runners were credited with the identical time of 10.9 secs.

A RECORD FOR A MOSCOW WOMAN : Virve Roolid following through after throwing the javelin 167 ft. 10 ins., a British all-comers' record. Like the London men the British women were outclassed in this event.

JEAN DESFORGES GIVES THE LONDON WOMEN A WIN : The Essex long jumper in action at the White City, when she won the event with a jump of 18 ft. 11½ ins. This was one of only three wins which the London women gained against Moscow.

NINA OTKALENKO REPEATS A VICTORY : The Moscow champion at the tape at the end of the women's 880 yards. She beat Diane Leather, of London, who had also lost to her in Berne.

The World of Books—By VERNON FANE

THE HOLY LAND IN PICTURES

A Notable Collection of Photographs of a Land of Contrasts Taken during the War; the Biography of Raffles; Autobiography and War History; a Collection of Novels

OFTEN the first Bible that a child is given is illustrated, more or less artlessly, with coloured pictures that may exert a subconscious influence on the imagination so that, for the first decade or two of his life, the child thinks of Palestine as a flat and arid country with few scenic beauties. I can think of no more agreeable and certainly no more effective way of dispelling these illusions than by studying Mr. James Riddell's handsome new collection of photographs, THE HOLY LAND (Batsford. 30s.), which the author took during his war service in the Middle East.

Technically, some of these photographs are superb, particularly the panoramic sweep of Jerusalem on its hills, the Mount of Temptation, the site of King Solomon's Temple, and the less expected pictures of the sea coasts at Tyre and Sidon. For this book is revolutionary in that it gives, to those who have not travelled in the region, a completely fresh impression of the country in which the New Testament and so much of the Old Testament was set.

It is a country of contrasts: from the parched deserts and the plains to the sandy beaches of the Mediterranean, and from the mountains, gaunt and forbidding in outline, to the lovely gardens and the small hillsides which in springtime are thick with wild flowers. Mr. Riddell is to be congratulated not only on his skill as a photographer, however, but on the good taste and clarity of his arrangement whereby each illustration is given not only a brief explanatory caption but a line or two from the Bible, relating the place to the event and chosen both aptly and reverently.

FROM BROADCASTING HOUSE TO PUBLIC-HOUSE: Lionel Gamlin (right), the well-known B.B.C. radio commentator and quiz-master, takes on new duties. He is working at the Grenadier public-house in Belgravia, as a £5-a-week (plus meals) barman, during his "apprenticeship" in the catering trade. Mr. Gamlin is reported to have said that as the B.B.C. has used him less and less during the past months, he has decided to make a "complete break." He will still do an occasional news-reel commentary.

RAFFLES OF THE EASTERN ISLES (Hodder and Stoughton. 42s.) is a monumental work, intended as the definitive biography of Sir Stamford Raffles, the founder of Singapore and, as is less well known, of the London Zoo. The volume has been edited for publication by Mr. Clifford Witting and is the work of the late Charles Wurtzburg, who had a distinguished career in Singapore and had been President of the Association of British Malaya, and President of the Chamber of Shipping of the United Kingdom, before his death two years ago. For a long time before that, in fact for more than thirty years, Mr. Wurtzburg had been collecting material on his subject, not entirely from the British point of view, which he felt had perhaps been too readily accepted, but from the Dutch side of the question, from local records, from colonial historians in England and Holland and Java, and from the Calcutta letter-books of a contemporary of Raffles.

The result, as might be expected, is impressive. Its enthusiasm and zest are, in fact, as attractive as must have been Raffles' own character, liberal, energetic and amiable. It is as if Mr. Wurtzburg had written as a friend, as well as an historian, of one of the greatest of all colonial administrators.

The first thing that occurs to one as one reads the opening chapters of Mr. Maurice Collis's admirable history of CORTÉS AND MONTEZUMA (Faber and Faber. 15s.) is that this is not only an exciting story but probably a just assessment of the characters and careers of these two extraordinary figures of the sixteenth century. The conqueror of Mexico and the Mexican king; the Catholic adventurer and the man, of whose death a contemporary Spanish chronicler wrote: "Cortés wept for him and all of us captains and soldiers. There was not one of us who had known him intimately that did not lament him as if he were our father. And that was no wonder, considering how good he was." I found this, in many senses, a magnificent book.

Experiences in the last war are the theme of the next two books, each authentic, horrifying and moving. The first is Mr. Donald Smith's AND ALL THE TRUMPETS (Bles. 16s.), the book of a Scot who was taken prisoner at Singapore in 1942 and went through the ordeals of being a Japanese P.O.W. and working on the Burma Railway. He survived, though barely, and after a time of rehabilitation in India returned to his native Aberdeen and peace. His own tale and the suffering and deaths of his friends are described in understandably emotional terms.

Mrs. Ilse Stanley was born in a small German mining town, her father the cantor at the local synagogue. Her family was quiet and serene. It was not until after her parents moved to Berlin with her before the First World War that she began to find the significance of political and later of racial differences. She trained as an actress but found work difficult and even impossible for a Jew after 1933. Slowly she came to realise the implications of the Nazi regime and then, after one successful and courageous attempt to rescue a Jewish acquaintance from the Gestapo, she began a long, secret and amazingly brave work to save further Gestapo victims till at length she was forced to escape herself. Mrs. Stanley, who is married to an American, has told her story in I WILL LIFT UP MY EYES (Gollancz. 13s. 6d.), with the simplest of language that helps to emphasise the fact that for a long period she was an intrepid latter-day version of the Pimpernel idea.

I have no idea why it should be that painters always write well on the rare occasions when they choose to, but there it is. Now Mr. Tristram Hillier has written an autobiography, LEDA AND THE GOOSE (Longmans. 16s.), in which the extravagance of many of the situations and his own history (which includes Trappist monasteries in China, the Vieux Port quarter of Marseilles, a Greek leper colony and a castle in Gascony as temporary abodes), is oddly contrasted with the calmness of the writing, or indeed the graceful exactitude of some of Mr. Hillier's painting which is reproduced here.

JUMP FOR JOY (Cassell. 12s. 6d.) is the apt title of the autobiography of Miss Pat Smythe, probably the greatest horsewoman of to-day. It is written in an easy, unaffected style and helps to prove that the only magic element in great success as a rider is a perfect understanding and even friendship between rider and horse. This, it seems, Miss Smythe has had from the moment she rode her brother's pony at the age of four and was severely criticised for turning out her toes too much. (I hardly need to add that Miss Smythe had corrected this fault by the age of four and a half.)

Mr. J. Frank Dobie, professor, cowpuncher and, first and foremost, Texan, has written about another kind of horse in THE MUSTANGS (Hammond. 21s.), a lusty, nostalgic book about the great days when there were a million mustangs in Texas alone, and another million roaming the West. Mr. Dobie writes about great horses of the breed, now almost legendary; the fighters, the thieves, the wild ones and the heroic ones; and he has made out of his material a book that is a typical blend of scholarship and sheer, good story-telling. The vivid illustrations are by Mr. Charles Banks Wilson.

And now for the novels; plenty of variety, colour and interest, as people say about herbaceous borders at this time of the year. Mr. H. E. Bates is in his very best vein with THE FEAST OF JULY (Michael Joseph. 10s. 6d.), a story of the Midlands at the end of the nineteenth century, and, in closer focus, about a country girl, her lover, her desertion and the climax of a second, more compassionate love. The story is tenderly told, but without sentimentality and is infinitely satisfying.

LISE (Peter Davies. 12s. 6d.) has a sophisticated setting which changes from the Paris of the Left Bank to Paris of the commercial aristocracy, and finally to Canada and New York. Miss Katherine Roy writes as one who knows those places and those atmospheres, and knows how to contrast them to great effect. She has also pulled off a good but chancy trick—of creating a heroine who is only moderately likeable till the last page when, likeable or not, she springs into poignant life.

Mr. Douglas Baber's novel is based so firmly on personal experience that it should be read rather as a story than as fiction, and since it is concerned with the last war and with the heroism and endurance of a family of Belgians it might well be regarded as another war record. WHERE EAGLES GATHER (Heinemann. 12s. 6d.) is, however, by no means a transcript of events as they happened from day to day, and the author has used two of the best of literary arts, simplicity and directness, in shaping a book which is true without being literal.

Miss Taylor Caldwell writes about a dynasty of railway proprietors back in the Good (or Bad) Old Days—depending on your viewpoint, in the Eastern States of America at the end of the nineteenth century. NEVER VICTORIOUS, NEVER DEFEATED (Collins. 15s.) robustly upholds its author's claims to be known as a born teller of stories, but is also on the gloomy side, passionate redheads, forceful tycoons and union bosses notwithstanding.

This week's historical novels include THE FEMALE CITY (Werner Laurie. 15s.), Mr. Paul I. Wellman's novel of sixth-century Constantinople and in particular of the courtesan Theodora who became Justinian's Empress; and THE SCARLET CITY (McGraw-Hill. 12s. 6d.), which has been translated from the Dutch original of Hella S. Haasse's by Peter King, and is a picture of Rome between 1525 and 1527, in a comfortably romanticised style.

KATHERINE (Hodder and Stoughton. 15s.) is Miss Anya Seton's distinguished and vital reconstruction of the love-story of Katherine Swynford and John of Gaunt in fourteenth-century England. Miss Seton has taken trouble and time with her research and her sources and the result is, as the dons have it, highly commendable.

SCIENCE ON THE MARCH

Professor Hall's Survey

Much more has been learnt about nature, from the structure of matter to the physiology of man, in the last century-and-a-half than in all preceding time. Paving the way for this vastly detailed investigation was the critical period from the beginning of the sixteenth to the end of the eighteenth century. Under the title of THE SCIENTIFIC REVOLUTION (Longmans. 21s.) Professor A. R. Hall, Lecturer in the History of Science at Cambridge, traces in some detail the growth of that sharper spirit of inquiry, this change in thought and activity which led to the birth of modern science. The beginnings of modern anatomy, astronomy, mechanics, biology and chemistry are closely traced, and we see the conditions that led to the triumphant emergence of such figures as Galileo, Newton and Lavoisier. The importance of this survey needs no stressing, and the skill with which the facts are marshalled and presented adds measurably to its value for those of us who, in a field such as this, can only be groping laymen.

Taking pictures at 25,000 ft. and upwards, in 50 degrees of frost, with the photographer standing on difficult ground in a murderous wind, with a heavy load on his back and an oxygen mask on his face, requires more than the ordinary degree of resolve. Members of the victorious Everest Expeditions of 1953 were determined, however, to bring back to civilisation a full photographic record of all that they saw, and in THE PICTURE OF EVEREST (Hodder and Stoughton. 42s.) we see some of the truly remarkable results of their high endeavour. Sir John Hunt, the leader of the expedition, and Alfred Gregory specialised in this work, but there were ample quantities of film for all, and the members were adequately equipped with cameras, filters and light meters. The pictures really make a continuous story, showing the advance to the base below Everest, the setting up of the camps in and above the Western Cwm, and then the two-pronged assault. There is a wonderful photograph of Hillary and Tensing at 28,000 ft., climbing one of the remorseless ridges that led to their goal, and a superb picture by Hillary taken as they neared the summit, that last dome of glistening snow beyond which, to their delight amid the desperate fatigue of the climb, they suddenly saw the ground falling steeply away. *The Picture of Everest* is a superb production and a worthy companion volume to Sir John Hunt's written record of one of the great adventures of all time.

Edna Woolman Chase, *Vogue's* famous editor, and her daughter, Ilka Chase, have combined together to produce a most engaging story of fashion editing over a period of sixty years, and no one can blame them for calling it ALWAYS IN VOGUE (Gollancz. 21s.). It would be unfair to detract from a grand story by dwelling at length on the 111 illustrations which the authors have so carefully chosen but it is safe to say that these will make first claim on nearly every reader. The story of *Vogue's* rise to fame and fortune is linked, of course, with the support that Edna Woolman Chase obtained from New York's "400." How she laid siege to the formidable Mrs. Stuyvesant Fish in her home at Garrison, New York State, travelling by the milk train to make sure she was on time for the appointment, is well told indeed. After the big "fish" had been landed, it was all plain sailing, with the Astors, the Harrimans, the Belmonts and the Pinchots joining in. "They can't afford not to," said Mrs. Stuyvesant contentedly as she surveyed the plans for *Vogue's* fashion fête which overnight had become her very own idea. What does emerge from these reminiscences is that Edna Woolman Chase has enjoyed her busy life immensely. Hers is indeed a pattern success story.

Whaling off the shores of America in the nineteenth century was a desperate business, and in the best Moby Dick tradition, Mr. A. B. C. Whipple tells the story of the YANKEE WHALERS (Gollancz. 16s.). Each chapter has at least one blood-curdling episode: mutiny, attacks by whales, encounters with cannibals, wreckings, all have their part in this remarkable book. The near-perfect mutiny of Samuel Comstock is a terrifying tale. Mr. Whipple's prose leaves nothing to the imagination. He tells all in direct, ruthless, hair-raising prose.

Although a professional hunter, Oskar Koenig has always been more content to preserve rather than to kill, and he is among the creators of a great National Park in East Africa, where animals who would be dangerous in other surroundings live in peace and security. In PORI TUPU (Michael Joseph. 18s.) he recounts his experiences of African wild life. His love of this great continent and its animals emerges very clearly in these pages.

Theo O. Stephens is the author of MY GARDEN (Faber and Faber. 15s.), a collection of articles written in recent years by this considerable expert who enjoys such a deservedly wide public following. Mr. Stephens' approach to all gardening problems is very human, and therein no doubt lies the basis of his popularity.

For high-powered luxury—buy Humber

HUMBER Super Snipe

The most elegant of high performance cars bringing you the last word in motoring luxury. Foam soft seating, rich walnut fittings, innumerable refinements . . . all this and the famous Blue Riband engine giving exciting acceleration, effortless high speeds and a big margin for safety. Craftsman-built from bumper to bumper, the Super Snipe will give years of sustained performance and reliability.

Elegance, comfort and high performance at reasonable cost

With 20% more power, the new O.H.V. Hawk sweeps you way out ahead at over 80 miles an hour! Braking area increased by 40% for added safety, running is velvet-smooth. Yet cost is no higher than before. You will revel in the spacious deep-seated comfort of the Hawk . . . its fluent lines . . . its new impeccable styling. Here is all the luxury, comfort and built-in quality of a truly great car.

NEW O.H.V. HUMBER Hawk

BY APPOINTMENT
TO THE LATE KING GEORGE VI
MOTOR CAR MANUFACTURERS
HUMBER LTD.

They're safe and fast—and built to last!*

** See them at Earls Court - Stand No. 158*

Humber Hawk now available with OVERDRIVE (as an extra) for petrol economy and still better performance.

White-wall tyres available as an extra.

PRODUCTS OF THE ROOTES GROUP

HUMBER LTD. COVENTRY: LONDON SHOWROOMS & EXPORT DIVISION: ROOTES LTD., DEVONSHIRE HOUSE, PICCADILLY, W.1

WILMOT BREEDEN
STAND 330 AVENUE
at the Motor Show Earls Court
A. GAMES

Odd Shapes and Unusual Events

Out-of-the-Ordinary Pictures from America and Europe

A "BEEHIVE" HOUSE IN HOLLYWOOD: This curiously-shaped residence has been built in Hollywood for Louis Adrian, Musical Director of the Los Angeles Civic Light Opera. His wife, on the right, and his daughter, in the centre, are seen here standing on its roof. The house, in appearance like a beehive, has twenty-four sides, each angled so slightly that the effect is of a rotunda. The main roof is domed and full of glass windows. The flat-roofed section on the right of the picture covers the garage and kitchen.

On right—

AN INFANT GIRAFFE'S FIRST STEPS AT THE LONDON ZOO: Chris, the three-weeks-old giraffe, canters round the paddock on his first outing at the Regent's Park Zoo. He was born to Maud, the Baringo giraffe—a species from Kenya. The infant is something of a phenomenon, for he is only the second giraffe born at the Zoo during the past forty years to survive for as long as he has. He was kept at first in a special draught-free house. He is named after Chris Chataway, the runner.

BUILDING AN EGG-CUP OR GOLF TEE FOR A GARGANTUAN SOCIETY? This strange construction in Miami, Florida, might be taken for a giant's egg-cup or golf tee. In fact, it is a new water-tower, original in its design and breaking with familiar conceptions of how a reservoir should look. The tower, which is nearing completion, will supply water to Carol City, a new suburb of 10,000 homes outside Miami. It is being built by the Gaines Construction Company.

THE "MUD" CANNON: A new type of excavating machine demonstrates its abilities in Germany. It cleans mud from the bottom of ditches by drawing it into a conveyor belt. The belt shoots the mud into the fields where, when it has settled, it can act as a fertiliser. The machine is produced by the firm of Ritscher.

AMERICAN TROOPS HUNT KILLER WHALES: American soldiers have been engaged in a novel operation off Iceland, hunting giant killer whales with machine-guns. In this picture some of the hunters are seen near Reykjavik with one of their kills. The whales were attacking the herring fisheries, one of the local industries.

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

Choosing your Brandy

VSOP

VSOP

V·S·O·P

Lovers of good brandy gladly pay a little more for a cognac which they know to be of superior quality. This is why they instinctively order Remy Martin V.S.O.P. They know it is made from grapes of unique quality found only in the *best* two areas of the Cognac district of France. They know too that Remy Martin produces *only* cognac of this superior quality.

REMY MARTIN
Pride of Cognac

H. A. FOX & CO. LTD.

Officially appointed
ROLLS-ROYCE & BENTLEY
retailers.

Appointed retailers of
ROVER · DAIMLER · ALVIS
TRIUMPH & STANDARD
Cars

Special retailers of H. J. MULLINER Coachwork

3-5, Burlington Gardens,
Old Bond Street, London, W.1.
Telephone: Regent 8822

From South Africa's Finest Vineyards

BEAUFOYS

SOUTH AFRICAN SHERRY

No. 1
PALE EXTRA DRY
A Sherry for Sherry lovers

Other numbers to suit every palate

No. 2 PALE DRY
No. 3 MEDIUM DRY
No. 4 RARE OLD BROWN
No. 5 DESSERT BROWN
No. 6 SUPERB CREAM

All at **15/-** *a bottle*

BEAUFOYS WINES LTD., KINGSTON, SURREY

Weobley, Herefordshire

famous throughout the world

The British tradition of craftsmanship is deep-rooted—and world famous. Pressed Steel Company Limited, an integral part of the industrial life of one of England's most glorious cities, is proud to be associated with many of the greatest names in Britain's powerful automobile industry including Austin, Daimler, Hillman, Humber, Jaguar, Morris, Morris Commercial, M.G., Riley, Rover, Singer, Wolseley.

Car Bodies by

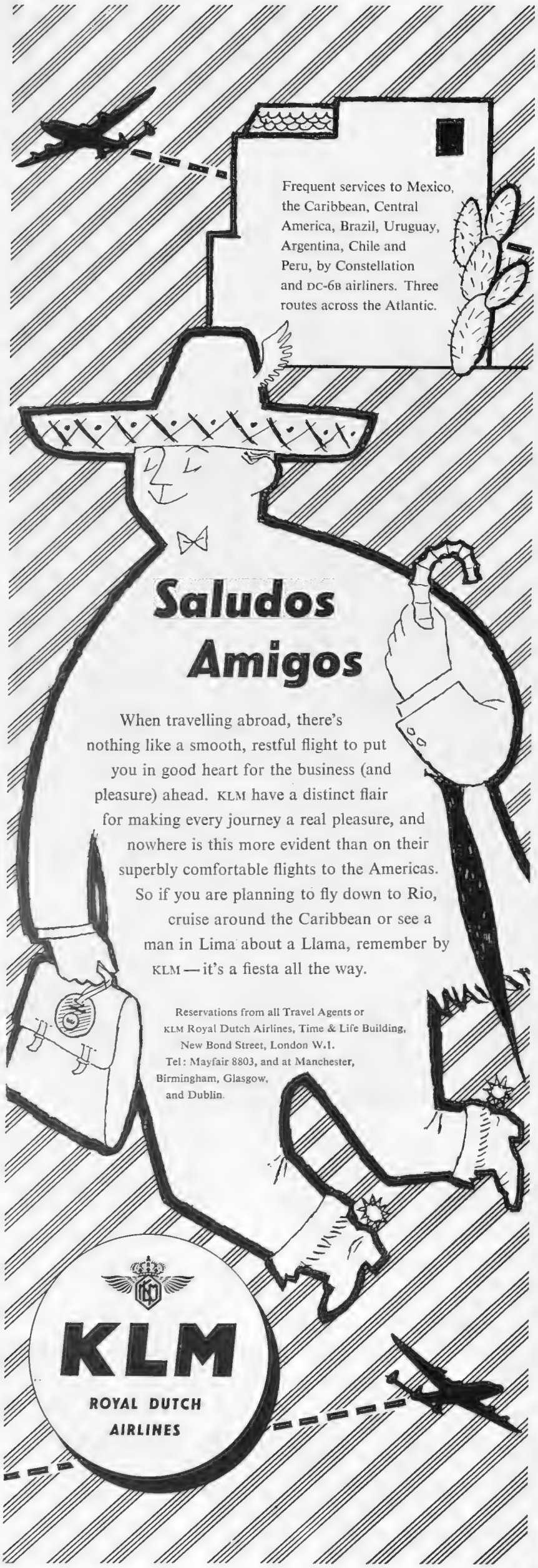
PRESSED STEEL COMPANY LIMITED

COWLEY · OXFORD

LONDON OFFICE: SCEPTRE HOUSE · 169 REGENT STREET · W1

STAND 109
INTERNATIONAL MOTOR SHOW, EARLS COURT

Manufacturers also of Prestcold Refrigeration Equipment, Steel Railway Wagons, Agricultural Implements and Pressings of all kinds



The resorts in the **BERNESE OBERLAND**

(150 Hotels with over 7,000 beds. 25 Lifts. Ski and Skating Schools.)

Winter season from Christmas to Easter

Reduced rates in January.

Average 10 days all inclusive rates in very good Hotels.

£14·0·0 (room, 3 meals, tips, taxes, etc. included.)

Prospectus and Information: VBO-Office Interlaken, Switzerland, the Swiss National Tourist Office, 458/59 Strand, London, W.C.2, or your Travel Agent.

Adelboden 4,600 feet
For Winter Sports.
20 Hotels. Boarding Schools. Children's Homes. Ski-ing — Skating — Curling — Ice Hockey — Walks. Combined and permanent season tickets. Inquiry Office, Adelboden.

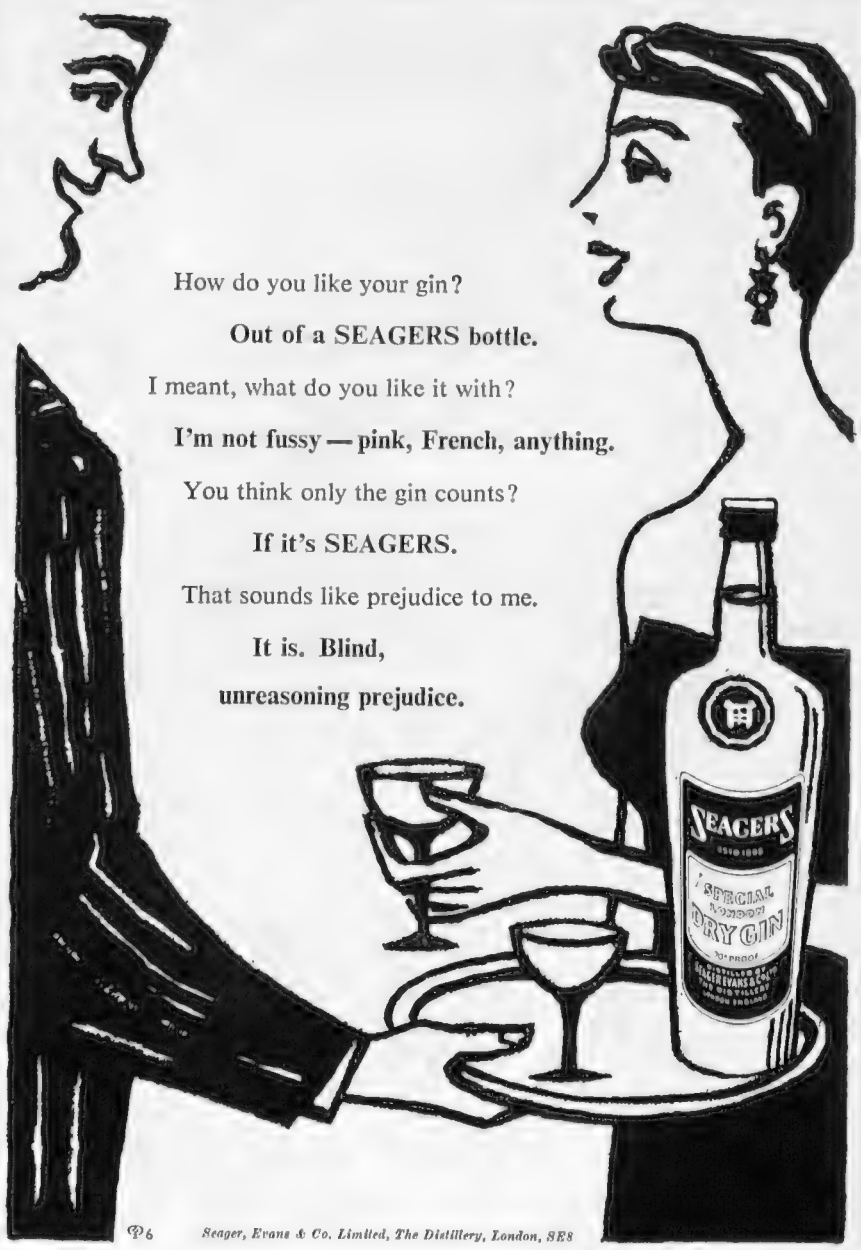
Grindelwald 3,500 feet
Famous for Ski-ing and Curling.
2 hours from Berne. Road open all the Winter. 30 Hotels — Ski-school — Curling Coach — Skating.
Write to Kurverein Grindelwald.

GSTAAD
"Ski-ing Mecca of the Bernese Oberland"
11 Ski-lifts. Average daily sunshine 8 to 9 hours. Many Social Events. Special reduced rates in January.
Ask for free booklet: Inquiry Office, Gstaad.

Mürren 5,450 feet
20th Arlberg-Kandahar, 11th to 13th March 1955
Ski-school included in hotel rates.
ICE-RINK. Season until Easter.

Wengen 4,300 feet
SUN — SNOW — FUN
30 Hotels. 2 Ice-rinks. 3 Mountain Railways. 3 Ski-lifts. Famous Curling Centre.
New Cable Railway Wengen-Männlichen, opening splendid new Ski-runs.

IVA-ZURICH



The Unforgettable Gift . . .

the watches which have passed the

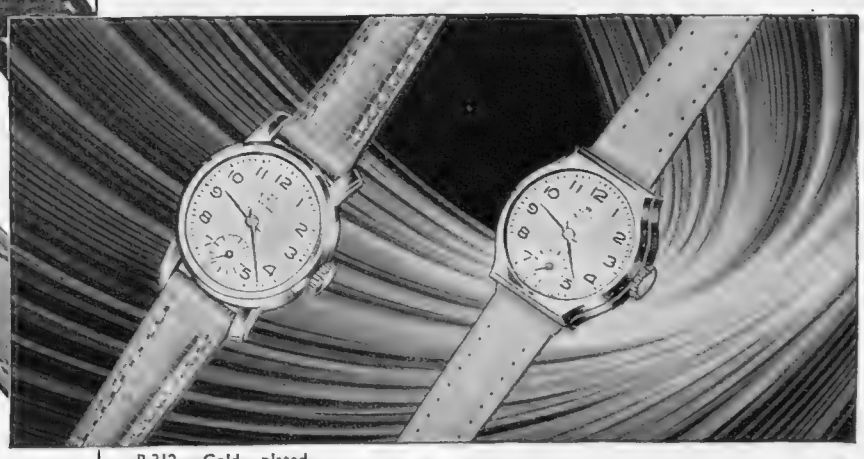
"Double Proof" Test

The exhaustive 16-day factory test plus the most rigorous possible trials in actual use . . . at 'Everest' for instance with Sir Edmund Hillary . . . prove the supremacy of Smiths de luxe Watches. British made by British Craftsmen, they are UNCONDITIONALLY guaranteed for one year, and all have the Smiths PERMALIFE Mainspring. See the fine selection of beautifully styled models for men and women. Sold exclusively by Jewellers from £7. 15. 0.

B.527 Charming lady's model in 9 carat gold case, with raised gilt numerals and silvered dial. In presentation case. 15 jewels. £16.16.

A.404. 'Everest' waterproof 15 jewel watch in chrome and stainless steel case. £10.10.

A.504. 9 carat gold 15 jewel watch with raised gilt figures. In presentation case. £22.10.



B.312. Gold plated lady's model, 15 jewel, with raised gilt numerals and silvered dial. £10.10.

B.216. Lady's model in chrome and stainless steel case, raised gilt numerals and silvered dial. 15 jewels. £8.12.6.

A.358. Gold plated 17 jewel watch, with raised gilt batons and sweep seconds hand. With bracelet, £11.5.

SMITHS
DE LUXE

A 'SMITHS OF ENGLAND' PRODUCT

SMITHS BRITISH WATCHES, WATERLOO ROAD, LONDON, N.W.2.

The High Grade Watch Division of S. Smith & Sons (England) Ltd.

Father loves his little Hennessy

HENNESSY

COGNAC BRANDY

Put your 'foot down'

With lace-up shoes you can so easily adjust them to fit comfortably and give your foot the right amount of support. This is *vital* at the point of control of a car—**so have your shoes laced and braced with**

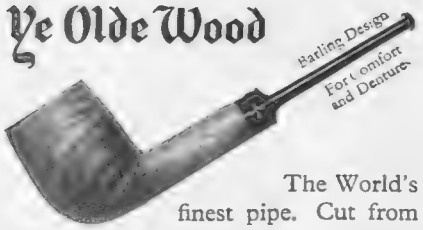
HURCULACES

THE LACE WITH THE EXTRA LONG WEAR

MADE BY FAIRE BROS & CO. LTD., LEICESTER

A 3290

Ye Olde Wood



The World's finest pipe. Cut from best old matured briar, it represents the achievement of 140 years' pipe making in London.

Also available in Standard and Sandblast Series.

ALWAYS INSIST ON A

Barling

LONDON 1812

PIPEMAKERS IN LONDON SINCE 1812

Never mind—you've earned a

GIN & *VOTRIX*

Feel like a fallen leaf? Blowed if you want to set the world on fire? Then make this autumn day an Indian Summer one with a Gin and Votrix. This fine traditional Vermouth is the fireside gardener's best friend. Made from a special recipe, it is unexcelled for genuine value.

Sweet 10/- • Dry 12/6d.

ASK FOR

LA RIVA

SPAIN'S FINEST

DRY SHERRY

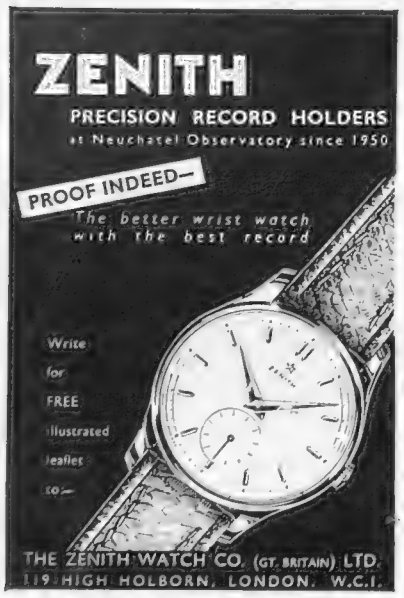
ZENITH

PRECISION RECORD HOLDERS

at Neuchatel Observatory since 1950

PROOF INDEED—

The better wrist watch with the best record



Write for FREE illustrated leaflet to—

THE ZENITH WATCH CO. (GT. BRITAIN) LTD.

119 HIGH HOLBORN, LONDON, W.C.1.

Andy AGAIN!

Housework leaves no traces of its grime on hands protected by Andy Household Gloves. Made of the toughest yet softest washable cotton, they will keep your hands dainty for years.

THESE ARE THE GLOVES YOU HAVE HEARD ABOUT

In 3 grades: Lightweight 1/11, Blue cuff 2/9, Coloured Stripe 3/6 per pair. From all Ironmongers and Stores. Or direct, add 3d. per pair postage.

TEDSON THORNLEY & CO ROCHDALE

Andy Reg'd HOUSEHOLD GLOVES

IN QUEST OF GOOD HOTELS

BY ASHLEY COURTENAY

"WEEK-ENDS make strong beginnings." How this saying originated I cannot recall, but it is apt when we come to the fall of the year and breaks from everyday routine are confined to Friday night to Monday morning. It is then that new friendships take root and fresh autumn air puts spring into our steps.

In choosing an hotel for the week-end, one has to consider ease of access, warmth within should it be damp without, and, more particularly, an hotel which really lays itself open for autumn and winter visitors. Tell me the district in which you reside and I can probably name the hotel to suit you, though the following, selected at random, may be helpful pointers.

The Beresford, at Birchington-on-Sea, on the Kentish coast, will appeal to many Londoners. Not only is it easily-get-at-able by road or train, but the air is like champagne. They run an excellent Saturday-night dance (evening dress preferred), and to unloose limbs there are both hard tennis and squash courts.

A seaside counterpart for Mancunians is the St. George's Hotel, Llandudno, where resident manager George Perl believes in giving his visitors the maximum of enjoyment in the minimum of time. He can arrange free golf on two of the Llandudno courses, but if you want nothing better than relaxation after good meals, a sheltered terrace runs the length of the hotel, a sociable place in which to meet old friends and make new ones.

Midlanders have the advantage of being in close proximity to The Lygon Arms, Broadway, where one can always be sure of the mellowing influence of lovely furniture and furnishings, contemporary lighting, heating and plumbing, and a high regard for the spirit of welcome, the pleasure of service and an intelligent interest in wine and food.

Due to the ease of air travel, the week-end habit grows, and from many airfields Aer Lingus will be winging passengers to Dublin for a complete change of mental and scenic outlook. The Gresham, with its grill-room, cocktail lounge, ballroom and restaurant, is the social hub of Ireland's capital.

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to Mr. Ashley Courtenay, c/o The Editor, The Sphere, Ingram House, 195 - 198, Strand, London, W.C.2.

ABERDOUR, FIFE. WOODSIDE HOTEL
Within easy reach of Edinburgh. Famous for comfort and a West End standard of cuisine and cellar. A good base for the Firth of Forth. Golf Course adjoining, Fishing, Boating. Mild climate. Tel.: Aberdour 8.

BATH. LANSDOWN GROVE HOTEL
Distinctively individual, with an appeal to all, irrespective of age. Standing in own beautiful grounds. Every comfort. Rooms with private bath. Delightful cocktail bar and grill room. Lift. Garage. Fully licensed. A.A., R.A.C. Tel.: 5891.

BIRCHINGTON-ON-SEA, Kent. THE BERESFORD
One of Britain's fine hotels, with squash, tennis, dancing, etc., fully licensed, private sea promenade. R.A.C. and A.A. Four Star. Thanet 41345.

BOURNEMOUTH. CARLTON HOTEL
Well spoken of always, for Service is the keynote. Situated on the East Cliff and facing full south, enjoying both sunshine and sea views. 150 bedrooms and suites. Lifts; Central Heating. Excellent garage facilities. Tel.: 6560.

DUBLIN. THE GRESHAM HOTEL
It will be a HAPPY CHRISTMAS, indeed, if you can get fixed up here, for the Restaurant Grill, Ballroom and Cocktail Lounge are the social hub of Ireland's capital. Terms from 45s. per day inclusive of meals, dancing and entertainment nightly. Write now for Christmas Programme to S. O'Sullivan. Tel.: 46881.

HYTHE, Kent. HOTEL IMPERIAL
First class and every room centrally heated. Enclosed air-conditioned sun-deck; Games Room; Billiards; Ballroom. 50 acres grounds. Own Golf Course. Fully licensed. Furnished suites and flatlets available. Write for Christmas Programme. Tel.: 6744r.

JERSEY, C.I. HOTEL L'HORIZON (1st Reg.)
St. Brelades Bay offers winter terms from 7 gns. weekly for stay of one month or longer. Private bathrooms, sitting rooms available. Central heating. Sheltered sunny position. Fully licensed. Unsurpassed cuisine. Resident orchestra. Tel.: Southern 887.

LLANDUDNO. ST. GEORGE'S HOTEL
A GOOD INVESTMENT for an AUTUMN HOLIDAY. First on the front with unsurpassed cuisine, comfort and personal service. Sheltered terrace overlooking bay, free golf, cocktail lounge, ballroom. Write George D. Perl, Manager. Tel.: 7873.

LONDON, N.W.4. HENDON HALL
First-class Residential Hotel, once home of David Garrick. 20 mins. West End. Excellent cuisine; fully licensed; phones all rooms; suites with private bath. Hard Tennis, Putting, Billiards, Central Heating throughout. Adjoins Hendon Golf Club. Hendon 1456.

A perfect holiday in sunshine or shower at
MATLOCK. SMEDLEY'S HYDRO
in the heart of lovely Derbyshire. The Booklet of Smedley's will be gladly sent on application to The Manager, Smedley's Hydro, Matlock.

MIDHURST, Sussex. SPREAD EAGLE HOTEL (A.D. 1430)
A Four-Poster, King Edward's Room, or twin beds in the more modern wing? Honeymooners can make their choice at this prime Inn, steeped in history and hospitality. Tel.: Midhurst 10.

PENZANCE, Cornwall. THE QUEENS HOTEL
A favourite hotel in a favoured position. This first-class hotel overlooks Mount's Bay, and makes a fine headquarters for touring the Cornish Riviera, from St. Ives to Land's End and the Lizard. Tel.: 2371.

SIDMOUTH, VICTORIA HOTEL
Facing the sea. Food you will enjoy. Breakfast in bed. Service with a smile. 65 bedrooms and private bathrooms. Dancing, Golf, Bridge, Putting, Cocktail Lounge. Come and be spoilt! Tel.: 951.

TORQUAY, THE CARLTON HOTEL
WARMTH, COMFORT, and GOOD FOOD, at £35 per month. Three-star, fully licensed, 60-bedroomed hotel offers, between autumn and spring, a month's stay, from £35, including sea-view room, all meals, early-morning tea and gratuities. Television.

TROON, AYRSHIRE. MARINE HOTEL
One of the best situated and equipped hotels on the Clyde Coast. On sea front overlooking two Golf Courses, and only 1¼ hours by air from London. Luxury appointments, private suites, cocktail Bar, Saturday Dinner Dances. K. Vilvandre, Manager. Tel.: 980.

ROYAL TUNBRIDGE WELLS, THE SPA HOTEL
Faces the south and the sun, 400 ft. up in 65 acres of parkland. Thirty miles from London and the coast. Fully licensed. First-class cuisine. Lift, cocktail lounge and ballroom. Free golf on own sporting 9-hole course. Residential terms by arrangement. Tel.: 20331 (3 lines).

WEYBRIDGE, SURREY. OATLANDS PARK HOTEL
Stay in warmth and comfort in one of Britain's best-run Country Hotels, only 30 mins. from London's West End. Sporting Golf Course, Tennis, Squash, Bowls, Dancing, Billiards—all free to residents. 60 acres grounds. 150 rooms; self-contained suites. Moderate inclusive terms. Brochure. Tel.: Weybridge 1190.

THIS is the Gin...

... FOR A BLISSFUL 'GIN AND ITALIAN'

Of all apéritifs, Gin and Italian is perhaps the warmest-hearted; blended with Gordon's* Gin, this full-bodied and discreetly sweet appetizer is perfect indeed. Here's how: Mix ⅔ GORDON'S with ⅓ Italian Vermouth. Stir well and pour into a cocktail glass with a squeeze of orange peel or a dash of GORDON'S ORANGE BITTERS. Serve with a cocktail cherry.

BY APPOINTMENT GIN DISTILLERS TO THE LATE KING GEORGE VI

*ASK FOR IT BY NAME

Gordon's
Stands Supreme

MAXIMUM PRICES: BOTTLE 33/9d · ½ BOTTLE 17/7d · ¼ BOTTLE 9/2d · MINIATURE 3/7d · U.K. ONLY

And these are Gordon's too...

GORDON'S ORANGE GIN & LEMON GIN

Not to be confused with gin and orange squash, these Gordon favourites are made in the traditional way with Gordon's Dry Gin, real oranges and lemons, and pure cane sugar. Best taken neat as a liqueur, but also most refreshing with soda water or tonic water if preferred.

BOTTLE 32/- · ½ BOTTLE 16/9d · MINIATURE 3/5d.

BRITTON'S
—the life of every party

COCKTAIL TITBITS
Crisps, Gherkins, Olives, Onions, Pickles, Walnuts, etc.

SMOKED FISH DELICACIES
Bucklings, Cod Roe, Mackerel, Salmon, Sprats, Trout, etc.

Send for name of nearest supplier

L. A. BRITTON & SONS, LTD.,
5, Century House, Tottenham Lane, London, N.8
TEL.: MOU 4436/8

Father Christmas 52 times a year

In Saskatchewan and Santiago, in Switzerland and Ceylon, and Southern Rhodesia, and indeed, in a multitude of cities all over the world, the postman is ever-welcome. The more so when, on a certain day each week, they know that he brings The SPHERE, *direct from London, England. The photograph of a Southern Rhodesian letter-carrier, taken on the Gwanda-Tuli route before a day's deliveries, is reproduced with the permission of Her Majesty's Postmaster-General.*

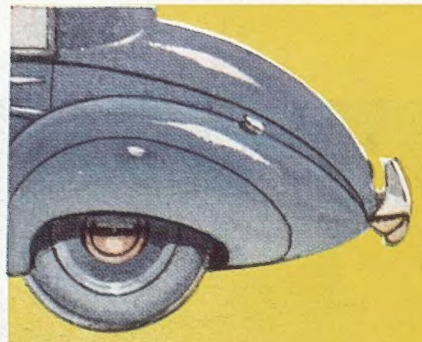
IT 'S a long way from London to Tuli, down in Southern Rhodesia . . . probably, to those who have roots in Britain, the postmark *London, England*, will bring a surge of pleasure and anticipation. For who *wouldn't* look forward to the mail from " home " in any faraway place? And who *could* be more appreciative of a publication like The SPHERE every week? To send it to a relative or friend as a Christmas gift or to celebrate a personal anniversary—or, perhaps, to a business associate as an appreciative token of thanks for some service rendered—it costs you as little as **£3 . 1 . 3** (for 6 months)! And it 's so very easy! The Publishing Office of The SPHERE does the work for you—addressing, wrapping, stamping, posting, for this all-inclusive cost. Subscription rates are detailed below. Your regular bookstall or newsagent will welcome your enquiries; alternatively, just write direct to The Publisher of The SPHERE at the address given below.

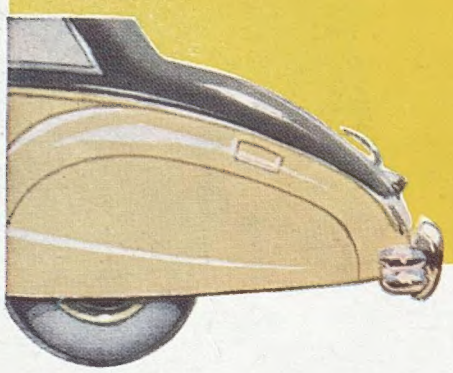
The SPHERE *can be sent to any part of the world for £5.18.6 (12 months) or £3.1.3 (6 months). For Canada the rates are £5.14.0 (12 months) and £2.19.0 (6 months). These rates include the extra Christmas double-number and all other special numbers published during the period. Your instructions should be sent to The Publisher,* The SPHERE, *195 Strand, London, W.C.2.*

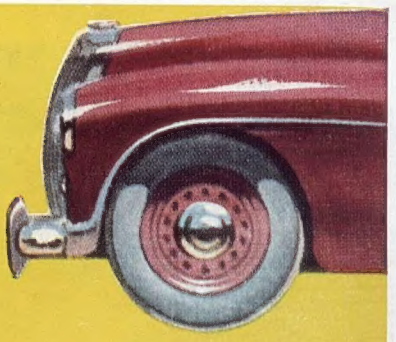
Packed with pleasure

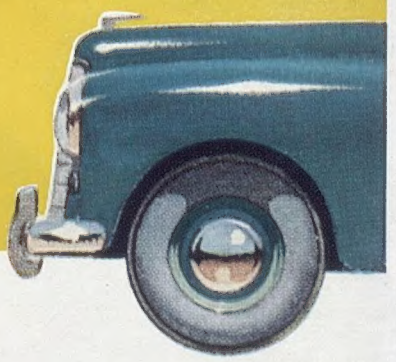
Player's Please

[NCC 8554]

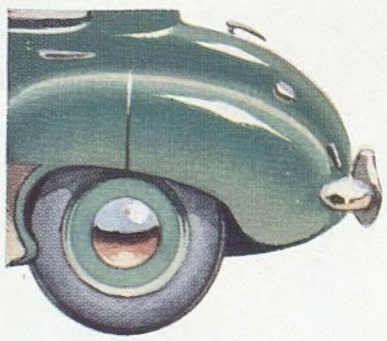


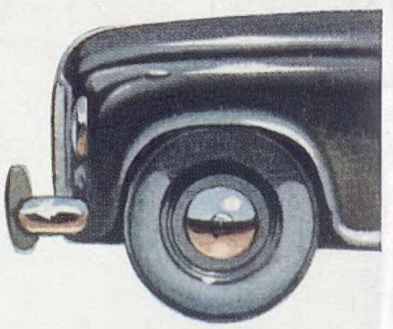


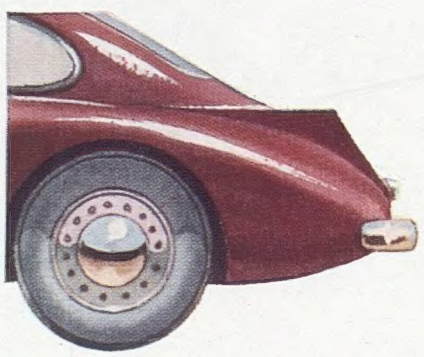


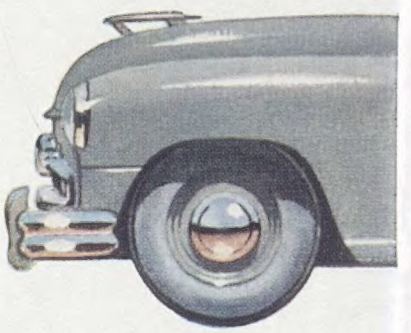


1955 Car Design demands 1955 Braking









ON STAND AFTER STAND in this year's Show, new car designs tell the same story. Higher engine power and speed; all-enveloping bodies and improved streamlining.

Think what work this must throw on brake linings. It means:—

1 *Less and less help for brakes from wind resistance.*

2 *Less and less cool air reaching brake-drums.*

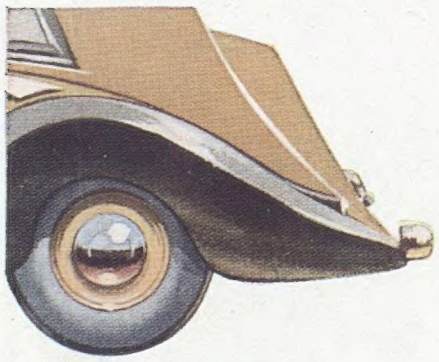
3 *Faster and faster speeds for brakes to check.*

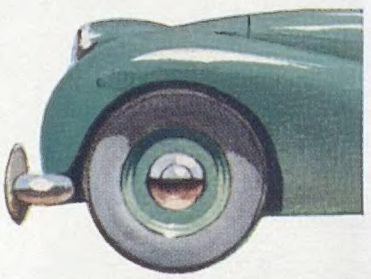
4 *Higher and higher temperatures for linings.*

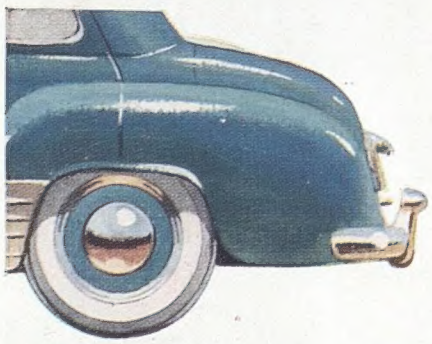
5 *More and more risk of disastrous brake-fade.*

Ferodo Anti-Fade Linings are the motorist's safeguard. It is their incomparable characteristic to take all the punishment that hard driving and hard braking can hand out and still not fail at their job. This is proved 'lap and lap again' by ruthless Grand Prix drivers.

Expert and frequent brake-checking is another precaution, now more essential than ever, to ensure braking efficiency and long life for linings. Regular testing (every 2,500 miles) may save life . . . MUST save money.

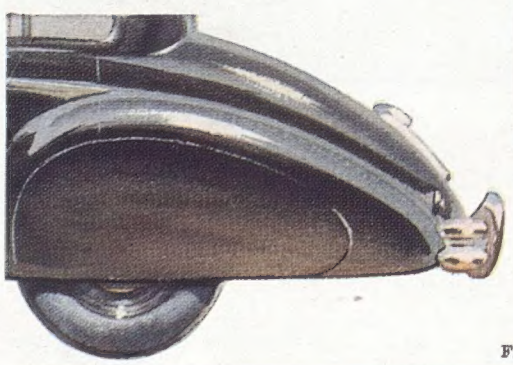


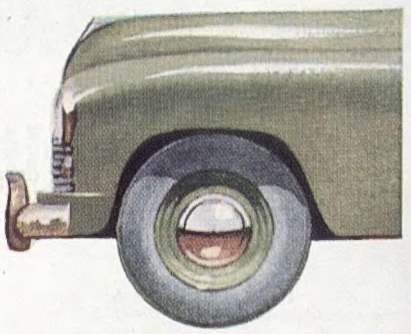




FERODO

ANTI-FADE Brake Linings
are standard on most
Earls Court models





FERODO LIMITED · CHAPEL-EN-LE-FRITH · *A Member of the Turner & Newall Organisation*

Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Ingram House, 195-198, Strand, London, W.C.2, and Printed in England by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2 SATURDAY, OCTOBER 23, 1954. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.